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1 & 3, Wyndham Street, Hongkong.

The

Hongkong Telegraph.

FOUNDED 1851

六拜禮

號四廿月一十

英曆

SATURDAY,

NOVEMBER

24,

1928.

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THE KING SPENDS QUIET DAY.

DUKE OF YORK BACK IN LONDON.

ROYAL HOUSEHOLD NOT UNDULY ALARMED.

X-RAY PHOTO TAKEN.

London, Nov. 23. An official bulletin issued by Lord Dawson and Sir Stanley Hewett, the King's Physician, this evening, states:

"The King had a quiet day and his temperature is lower. There is no further extension of the mischief in the lung."

Reuter is authoritatively informed that in order to complete the investigation of the illness, His Majesty was X-rayed.

Earlier in the afternoon, the King's medical adviser had issued a bulletin stating that the King passed a restless night, his temperature remaining at 101. There was slight extension of the mischief in the lung, but His Majesty's strength was maintained.

Long Consultations.

This was issued after Lord Dawson, Sir Stanley Hewett and a famous bacteriologist had been with the Royal Patient and in consultation for over an hour and a half. They left His Majesty's bedside shortly after eleven o'clock, but the bulletin was not issued until after certain consultations with the Palace officials.

No further announcement is expected before this evening unless unforeseen developments occur.

Reuter learns that despite the somewhat less reassuring bulletin, the Royal Household is not unduly alarmed.

The King himself is quite cheerful.

Bacteriologist Called In.

It is learned from a very authoritative source that the urgent visit of three physicians to the Palace late last night was for the purpose of carrying out certain bacteriological investigations, habitual in all cases of microbial infection.

The third doctor was a distinguished bacteriologist.

All day there was a constant stream of visitors and telephonic enquiries. Among the early visitors were the German Ambassador, Dr. Friedrich Sthamer and Frau Sthamer.

Princes in Africa.

No messages regarding His Majesty's condition have been sent to the Prince of Wales and the Duke of Gloucester in Africa. The matter may be considered shortly. Normally, the Princes are in frequent telegraphic communication with the King. They have, of course, been told of their father's illness, but no message has been sent which might tend to shorten their African tour.

The Duke of York returned to London this afternoon from his hunting box at Naseby, Northamptonshire, and went at once to see the King.

Doctors Satisfied.

The fact that bacteriological investigations have been carried out has been confirmed by a high official of the Royal Household with the authority of the physicians.—Reuter and British Wireless.

Later, It is understood that the King's doctors are satisfied with His Majesty's condition to-night.—Reuter.

Bulletin Reassures.

The improved tone of to-night's bulletin has led to a feeling of reassurance amongst the Royal suite and the Palace staff, and it is generally believed that the King's constitution is successfully fighting the chill.

The Duke of York, who dined with the Queen, saw His Majesty for a few moments in the evening. Princess Mary is proceeding from Yorkshire to London to keep the Queen company.

The X-ray examination was purely for the purposes of

ANOTHER HUGE FORTUNE.

U. S. FINANCIER LEAVES \$60,000,000.

GREAT CAREER ENDS.

New York, Nov. 23.

The death is announced of Mr. Thomas Fortune Ryan, the well-known financier, whose fortune is estimated at no less a sum than \$60,000,000.—Reuter's American Service.

The announcement of this huge fortune follows news yesterday that Mr. Payne Whitney had left estate worth \$40,000,000.

The late Mr. Ryan was born at Nelson Co., Va., in 1851 and began his business career in a Baltimore dry goods house in 1868. He entered Wall Street two years later and became a member of the New York Stock Exchange in 1874.

He was largely identified with railways and mining operations and in 1905 he purchased the controlling interest in the stock of the Equitable Life Assurance Society of U.S.

In 1908, he retired as officer or director of more than thirty corporations in which he was the controlling factor. He had been identified with the American Tobacco Company since 1899 and later with the British-American Tobacco Company.

Latterly, the late Mr. Ryan had been interested in mining activities in the Belgian Congo and in Portuguese Angola. He was a Democrat and a Catholic.

NEWS OF ANTARCTIC EXPEDITION.

WILKINS PARTY MAKES GOOD PROGRESS.

News has been received locally regarding the progress of the Antarctic Expedition led by Sir Hubert Wilkins, the British explorer.

This is to the effect that the party, after leaving Assumption Island, has proceeded 800 miles further on the expedition and has reached Graham Land.

The British expedition is therefore well ahead of the American party headed by Commander Byrd.

OVERSEAS CREDIT SCHEME.

PERIODS OF GUARANTEES EXTENDED.

The House of Commons to-day passed the second reading of the Overseas Trade Bill.

The object of the Bill is to extend the period under which guarantees can be given under the export guarantee scheme for two years, until September, 1931, and to extend the period during which guarantees already given shall remain in force by three years, until September, 1930.—British Wireless.

GERMAN AMBASSADOR TO MOSCOW.

HERR VON DIRKSEN APPOINTED TO POST.

Berlin, Nov. 23. Herr von Dirksen, the head of the Eastern Department of the Foreign Office, has been appointed Ambassador to Moscow.

He succeeds Count von Brockdorff-Rantzau, who died suddenly from a paralytic stroke on September 9th last.—Reuter.

diagnosis and was carried out with the latest type of apparatus, which was brought unostentatiously to the Palace from one of the principal centres of X-ray treatment in London.

A great deal of preparation was necessary to carry out the examination, the King's private room including the installation of special devices.—Reuter.

Paris, Nov. 23. The French Press is following the news of the King's illness with the greatest solicitude. All messages are published under big headlines.—Reuter.

HARBOUR PIPE LINE.

PRELIMINARY WORK PROCEEDING.

LAND PIPES BEING LAID IN KOWLOON.

DIVING OPERATIONS.

Tangible evidence that the Government is proceeding with essential preliminary work in connexion with the scheme for bringing water across the harbour from reservoirs on the mainland is to be seen in Kowloon, where the land pipes required as part of the scheme are now being laid down.

These pipes, which are of big dimensions, have so far been laid from a point in Nathan Road near the Peninsula Hotel up to the junction with Kimberley Road.

It will be recalled that during the recent debate on the Budget it was officially announced that sanction had been received from the Secretary of State to proceed with the scheme and that preparatory work was then in progress to enable it to be carried out promptly.

An Open Mind.

Various views have been held regarding the construction of the harbour pipe-line, and the Government has taken the line that it must preserve an open mind until both of the two suggested schemes have been examined in detail and their relative advantages and disadvantages carefully weighed.

In the meantime, work common to both schemes is being pushed on with, so that whichever is finally decided on, no time will be wasted in getting the project well under way.

Harbour Survey.

Yesterday, a notice to mariners was issued from the Harbour Office which appears to bear some relation to the scheme, this dealing with diving operations in the harbour. The notice was in the following terms:

"Surveys involving diving operations are being carried out over a line of harbour bottom, between No. 4 Naval Buoy and Blackhead Signal Station.

"One diving barge flying a red flag, a motor boat and two sampans are employed on the work, which will probably be completed by the middle of December."

THE POLICE "COURT MARTIAL."

VINE STREET OFFICER TO BE DISMISSED.

A Disciplinary Board, presided over by Rear-Admiral Royle, sat at Scotland Yard recently to hear witnesses on a charge concerning a station sergeant attached to Vine-street. The Board decided upon his dismissal.

It is understood that the charge against the officer was that he had associated with certain people, and therefore was guilty of conduct prejudicial to the welfare of the Force.

The proceedings were a sequel to alleged leakage of information about recent club raids in the West-end. The officer had been 25 years in the Metropolitan Police Force.

The officer has now lost the pension to which he was under ordinary circumstances entitled. He had just previously tendered his resignation, but this was not accepted by the Commissioner.

NEW BANK GOVERNOR.

New York, Nov. 23.

Mr. George L. Harrison, Deputy Governor of the New York Federal Reserve Bank, succeeds the late Mr. Benjamin Strong as Governor.—Reuter's American Service.

GERMAN NOTE ON REPARATIONS.

REQUESTS THAT COMMITTEE BE FREE AGENTS.

POINCARÉ'S ATTITUDE.

Berlin, Nov. 23. A German Memorandum on the reparations problem has been presented to the British, French, Italian, Japanese and Belgian Governments simultaneously.

The German Government emphasises that the standpoint of the Committee of Experts proposed must be that they will impartially examine Germany's capacity to pay and make proposals accordingly.

It is also emphasised that none of the Allies should, in advance, make any claims regarding the amount Germany must pay.

The Note requests the Powers to appoint independent experts not bound by any fixed instructions and to decide the time and place of the conference.—Reuter.

In this connexion a recent statement by M. Poincaré is interesting. Speaking at Caen, he said:

"We are ready to listen to the demands which may be addressed to us, but in any negotiations of which our claims upon Germany are the object or the occasion we have not the right either blindly to abandon our guarantees or to accept an arrangement which would not effectually enable us to ensure not only the means of paying in full our own debts, but also a just indemnity for our reparations."

FIVE DEAD IN RIOT.

TEMPLE THAT OFFENDED WOMEN.

Madras, Nov. 1. Three Mohammedans and two Hindus were killed in communal fighting at Kallapachayam, about 35 miles from Tirupur, Southern India.

A riot was caused by the decision of the Hindus to erect a temple close to a well used by Mohammedan women. The district magistrate, however, overruled the Mohammedans' objection and building was started.

On Sunday three Mohammedans were beaten and stabbed to death. Fighting broke out, and two Hindus were slain and two others seriously injured. Fourteen Hindus and four Mohammedans have been arrested, and a strong police guard was posted.

DUTCH DUTY BILL REJECTED.

GOOD NEWS FOR NATIONALS ABROAD.

The Hague, Nov. 23. The First Chamber of the States General has, by 21 votes to 16, rejected a Bill levying death duties and gift duties from Dutch subjects living abroad.

The Bill provided that the amount of the duty should be equal to the difference between the duty in force in Holland and that in the country in which the national resided.—Reuter.

UNLAWFUL SOCIETY.

TEA-HOUSE EMPLOYEES BODY PROSCRIBED.

The Government Gazette contains an order made under the Societies Ordinance by the Governor-in-Council declaring the Ch'a Kui Tsung Kung Wui to be an unlawful society.

This Society is the Tea-House Employees Association.

DIPLOMATIC PENSIONS.

London, Nov. 23. The House of Commons to-day passed without a division the second reading of the Bill granting members of the Diplomatic Service the same pensionable rights as other members of the Civil Service.—British Wireless.

SHIPS WRECKED BY TERRIFIC GALE.

LINERS ANSWER S.O.S. IN MID-ATLANTIC.

GERMAN VESSEL ABANDONED AS TOTAL LOSS.

GALE SWEEPS BRITAIN.

London, Nov. 23. Exactly a week after the great gale which swept England last week, causing serious havoc in London, in the southern counties, and in the English Channel last Friday, another terrific wind and rain storm tore across the country from the Atlantic to-day.

London again experienced the full force of the gale which blew at times in gusts of over 80 miles an hour. Buildings which escaped last week suffered in the storm of to-day and several street accidents occurred as the direct result of the storm.

Air Services Suspended.

Early in the day air services between London and the Continent were running according to schedule, but as the storm developed, and pilots flying from France reported dangerous battles against the elements, the entire service was ultimately suspended.

High seas are raging round the British coast and shipping is running to shelter. A number of small craft were caught in the gale, and wrecked, and lifeboats have been launched at Ramsgate, Deal and other places to go to the rescue of ships in distress.

Shipping Losses.

The shipping losses, however, are mostly confined to fishing smacks, and a number of the fishermen have been brought safely to shore by the lifeboats.

The storm in the Atlantic is delaying even the bigger ships, and at least one cargo-steamer is going to the bottom.

German Freighter Sinking.

This is the German steamer "Herrenwijk" of Lubeck, a cargo vessel of about 2,500 tons, which sent out urgent S.O.S. messages stating that she had sprung a leak and was foundering.

The vessel was then a mid-Atlantic and a number of ships immediately dashed to the rescue.

One of the rescuing liners was the big White Star liner, the s.s. Regina, on which Sir Austen Chamberlain, the British Foreign Secretary, is a passenger.

She learned of the Herrenwijk's signal, and wireless stating that she was turning from her course in response. The vessel put on full speed, setting out on a sixty-mile race to the help of the crew.

The first news of the distress of the Herrenwijk was conveyed to the Regina, by the great liner Transylvania, which said she was proceeding to assist the doomed craft, though she was beset by terrific west-west gales and heavy seas.

Thirteen Men Saved.

The Transylvania reached the Herrenwijk before the Regina and found her sinking slowly, and stood by. After a hard battle through mountainous seas, the Regina found the Transylvania standing by, and was informed that her assistance was not necessary. She, therefore, continued on her way to England.

Later a message was picked up from the Danish steamer "Estonia" reporting that she had saved thirteen men of the German boat and was still searching the wreckage.—British Wireless.

ROYAL TOUR.

Marseilles, Nov. 23. The Duke and Duchess of Brabant (the Crown Prince and Princess of Belgium) have sailed by the s.s. Inaudite for the Dutch East Indies.—Reuter.

Bulls and Inners

From the Office Butts.

"Reader"—The only way we can suggest whereby Hongkong long! The Angler's Farewell—"So may be popularised is to take the duty off stamps and put the money saved into shares."

Last Tuesday morning a motor car was heard coughing on the Praya. By many this is thought to be the sign of a hard winter. Amongst his treasures, MacWhirter has a rare volume, so called because it came back after being lent.

We believe in clubs for women but suggest that kindness be tried. Looks as if the Building Authority is showing architects the Wright-of-way.

"Angus"—We suggest you return your haggis skin to the Dairy Farm to be re-filled. The Moscow clique have not yet given up hopes of a rapprochement with China. They have now decided to do away with queues.

The story about the big new airship service was exceptionally interesting. In eliminating the Radicals, the French Cabinet was probably seeking to get rid of Angers-on.

People are now being urged to eat at least two apples a day. When a member of the Sanitary Board sought to obtain news of a report on malaria control, the information was not given.

Local debating societies may lack active talkers, but they should have no difficulty in recruiting the corresponding members.

As things look to us at the moment, it is about time the Government thought about raising a monument to the long-suffering Hongkong broker. The man arrested this week for carrying a pair of scissors, is at daggers drawn with the police.

The settlement of a strike in Shanghai has thrown several thousand men into work. The man who can't see better times a head ought to consult an optician.

When youth calls to youth, it means more business for the Telephone Company. The Mayor of Taipei is feeling sore this week. He has bought a pony. Otherwise crime in the district is normal.

The latest definition of an Optimist:—The Member who in- stances to wage war on Anopheles tending hanging outside mosquitoes is because it may his bedroom door at the Y.M.C.A. destroy the germ of a good idea. on Christmas Eve.

MacWhirter says some women pianos are now displacing por- have a steady job making sure that ridge. What a pity; porridge is their husband is kept on it, so much quieter.

A Happy Valley policeman has caught something at last. He was taken away last week with the measles. Reporting the Yeo trial, a con- temporary says:—"Some of the elite of the Colony, of both sexes, barristers and solicitors were present." How frightfully in- triguing!

The most prominent exchange on the market this week was rumour. A titled Scotsman declares that his wife is now displacing por- ridge. What a pity; porridge is their husband is kept on it, so much quieter.

Beauty is only skin deep and painting will never get that knock out of the engine. Judging by the English team's batting, M.C.C. must mean "More Centuries Coming."

Cinema note:—"Aberdeen" is the name of a new production. It is said to be full of close situa- tions. The high cost of living in Hong- kong is setting a good many motorists on their feet.

What about a Fund of some sort for distressed M.C.C. helpers? Re the proposed Seaplane Club, flying is one of those things in which we are content to start at the bottom—and remain there.

Beauty is only skin deep and painting will never get that knock out of the engine. In Hongkong, the well-informed man is one who can talk on any subject, and generally does.

Cinema note:—"Aberdeen" is the name of a new production. It is said to be full of close situa- tions. Nowadays, as soon as you find a way to make both ends meet, somebody comes along and shifts the ends.

One way to save water. Have your bath at Fanning. "Diek"—No, no. Alsatian autonomy has nothing to do with vivisection.

Al Smith doesn't need to kiss any more babies, now. A meteorologist says New York's prevailing winds are four miles an hour faster than those of Chicago. The latter place might have to surrender its title of "The Windy City" if it didn't still have Big Bill Thompson.

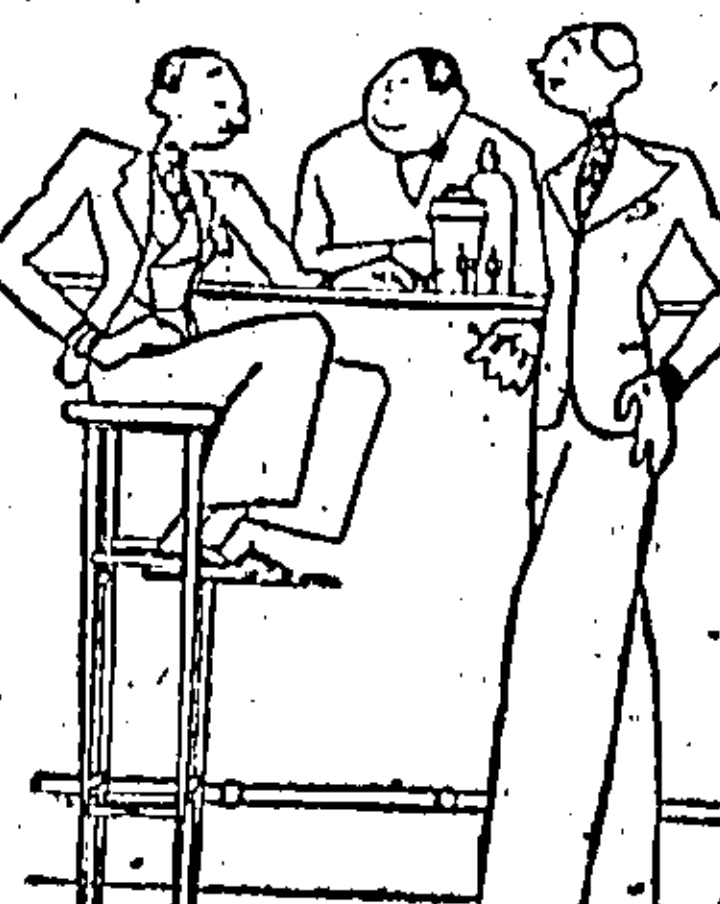
Motor note:—There has been a noticeable falling of in pillow- riders in the Colony this year! "Pussyfoot" is coming to China. We understand that he will be in- vited to give the Water Authority an exhibition of how to rider main to victory.

"Newcomer"—We advise some Dandelions take a long time to train. Now that he's been to the Races, we suppose they'll call the Liberal leader "L. Gee."

Li Chai-sum's return to the South is intended to be disarming. "Good-bye; pleasant dreams," as the cynical wife of a Government official said to her husband when he left home for the office.

Rugby is a series of assaults ameliorated, somewhat by apologies. Ex-handicaps are being employed as tax collectors in North China. Who said the Chinese lacked humour?

The forthcoming Hongkong Art Club's exhibition reminds us that landscape painters are always creating scenes. We notice that a girl has been born with a seven inch tail in Tennessee. It is not true that her father is a bit of a wag!



ST. ANDREW'S BALL

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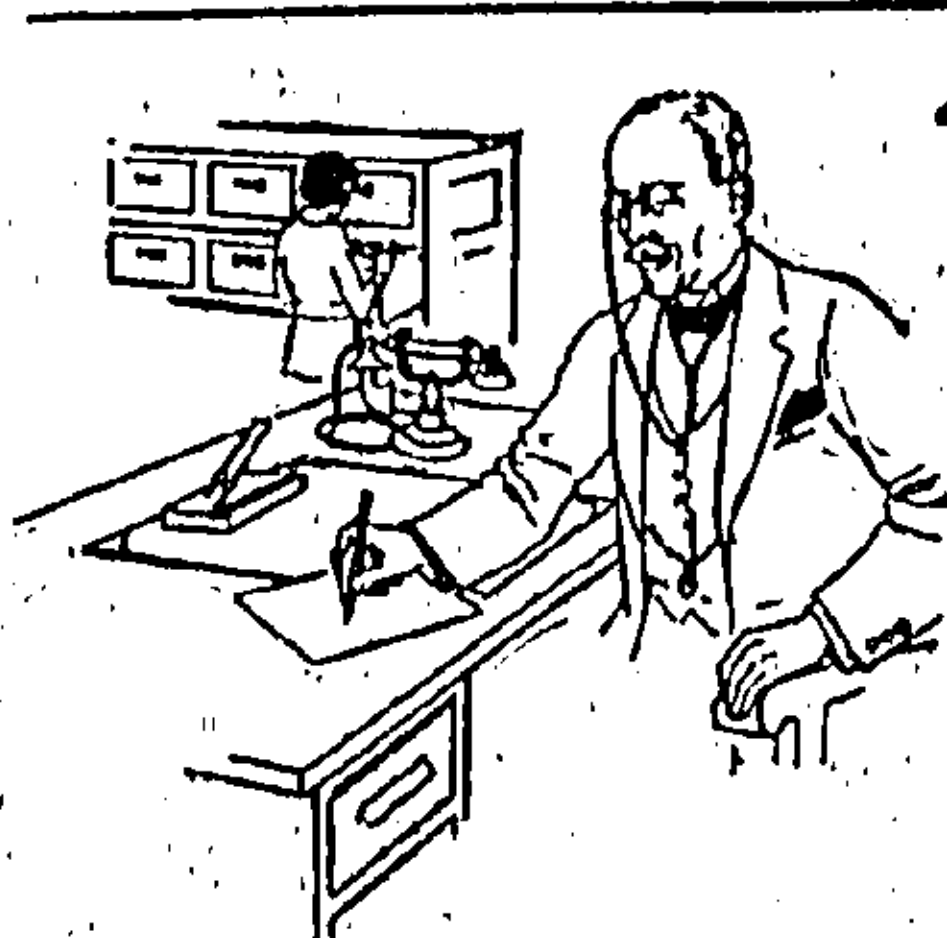
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THE FOURSOME REEL,
THE LANCERS.

with

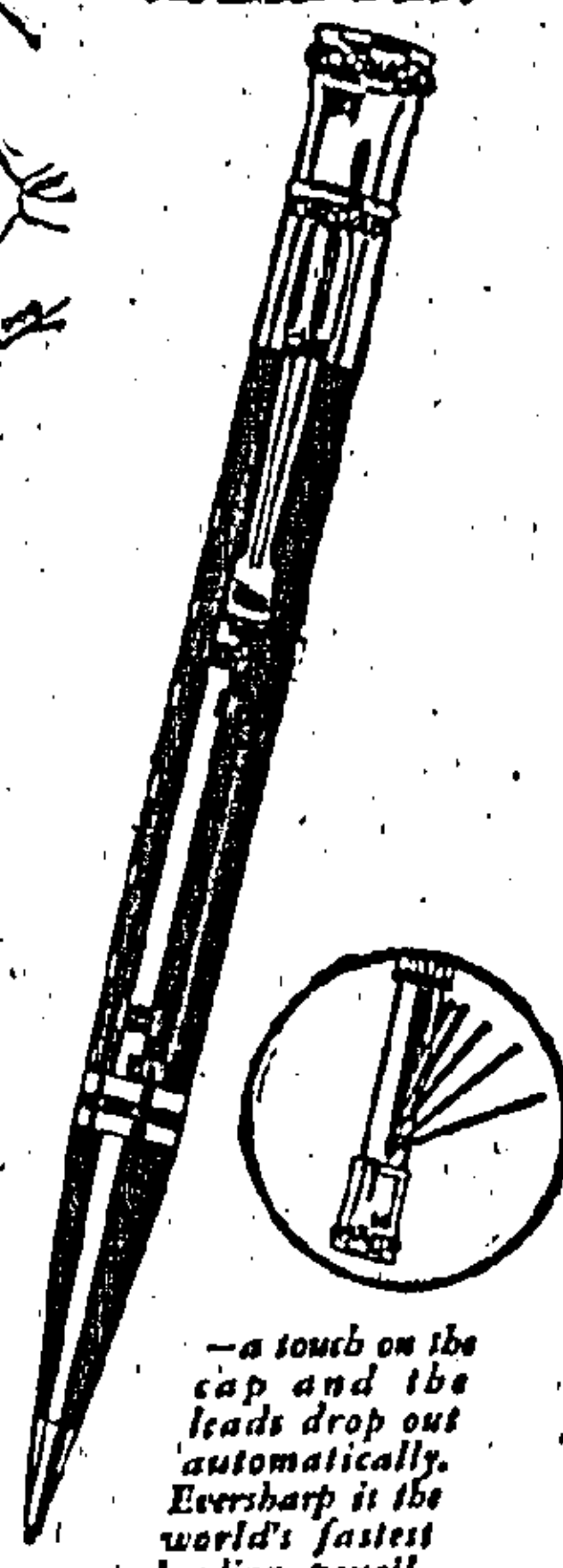
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Prices of admission: \$6, \$4, \$3, \$2, & \$1.

ENGINEER TO LEAVE.

MR. A. KIRK SECURES POST IN COLOMBO.

As announced yesterday, Mr. Alan Kirk, who for some time past has been the Valuation and Resumption Officer for the P. W. D., will be leaving Hongkong on the Empress of Canada to take up a new appointment under the Government of Ceylon.

Mr. Kirk's new post, to which he has been appointed by the Secretary of State for the Colonies, is that of Government Assessor—a responsible post, entailing the valuation of Government and other property for various legal and taxation purposes.

Mr. Kirk, who first came to Hongkong in 1919 when on the civilian staff of the Royal Engineers, joined the Public Works Department in 1921 as an assistant in the Resumption Office, later being appointed Valuation and Resumption Officer. Mr. Kirk has this year obtained a Special Diploma in Rating of the Surveyor's Institute, of which Institute he is a Fellow. He will take with him to his new appointment the very best wishes of his colleagues in the Public Works Department, and those of a wide circle of friends in private life.

On the Building Committee of the new Soldiers and Sailors Home, Mr. Kirk has been prominently identified with the Wesleyan Church, Wanchai, and a presentation is to be made to him at the close of Sunday evening's service.

Mr. Kirk will be accompanied by his wife and daughter.

THE CHINESE CHURCH.

PRESENT AND FUTURE STATUS DISCUSSED.

The present and the future of the Chinese Church was outlined by members of the Victoria Diocesan Association at the Helena May Institute yesterday evening, when an "At Home" was held at which about 70 people listened with great interest to various speakers upon the subject.

The Rev. C. B. Shann, in commenting on the Ministry, said that the whole position of the Chung Hua Sheng Kung Hui at the present time was one of transition. The old order was passing, he said, when the Missionary Societies assumed the main responsibility, and the new order of complete self-support had not yet arrived. This was reflected in many ways in the present Chinese Ministry. The Chinese clergy, said the speaker, were still at times thought to be "the running dogs of the foreigner."

The speaker then considered the Ministry, dividing his analysis into four points.

Miss E. S. Atkins gave an address on education, while the Rev. C. I. Blanchett spoke on the present and future of the Chinese Church in general.

NEW SILVER COINS.

SHORTAGE OF SILVER CURRENCY IN PAKHOI.

The drive being conducted by the Government to collect the inferior coins now in circulation in the Southern Region has resulted in the creation of a shortage of silver currency in Pakhoi and other centres. At present banknotes and coppers are largely used, and considerable inconvenience to trade results.

To overcome the difficulty that has presented itself, the Rehabilitation Headquarters of the Southern Region has requested the Department of Finance to send a shipment of the new coins that are now being minted, to be circulated in the Southern Region, such coins to be made available to the public through the medium of the Central Bank Branches.

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SHANGHAI DEFENCE.

BRITISH WAR MINISTER'S SPEECH.

London, Nov. 23.

Speaking at the annual dinner of the China Association last night, Sir Laming Worthington

Evans, the War Minister, referred to the marked improvement in the situation in China, and declared that British interests there were not separate from, but parallel with, the interests of China.

He paid tribute to the services of the British forces at Shanghai. The British forces in China had already been reduced considerably, and still more battalions

were coming away during the next trooping season. There was an efficient local force at Shanghai largely composed of business men, which he hoped would be developed with a view to any emergency. The British taxpayers would have to pay altogether four millions sterling on account of the defence forces, and the Government felt what could be done locally should be done.

Referring to the general international situation, the Minister emphasised that peace was the main desire of the British Government.

General Sir John Duncan, late commander of the British forces in China, made the point that the Chinese were not anti-British. They were pro-Chinese which was quite a different thing—British Wireless.

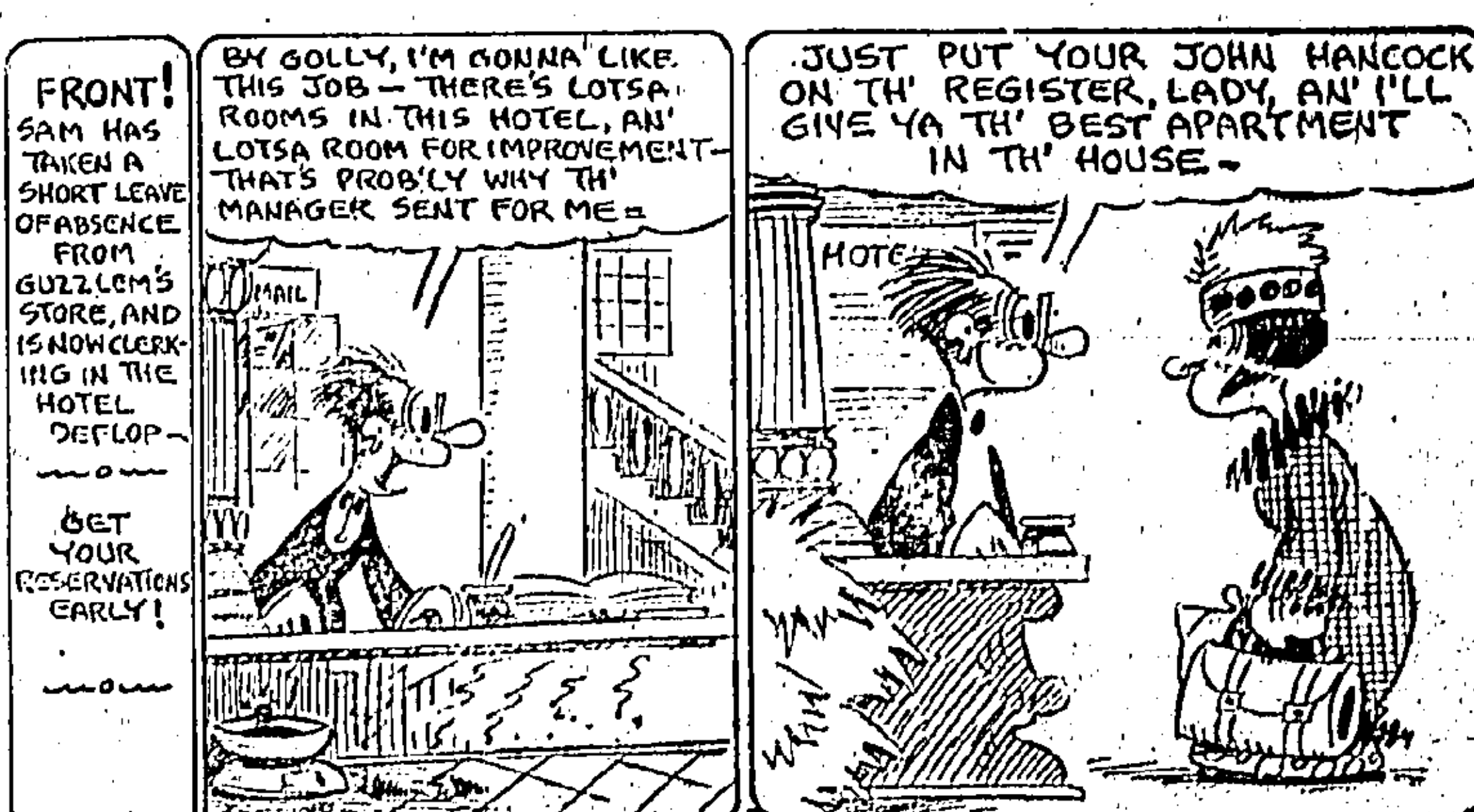
SALESMAN SAM

Sweet of Him

By Small

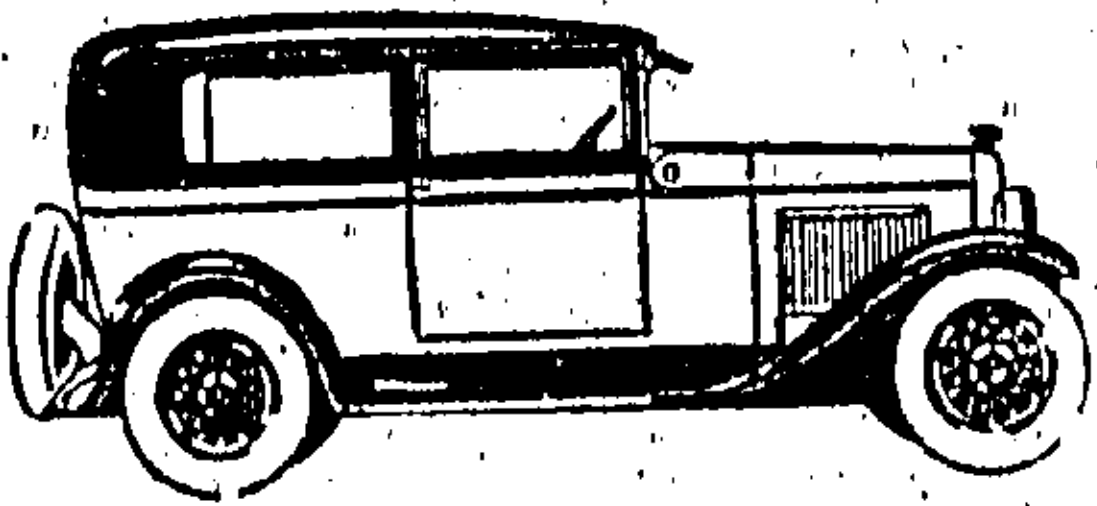


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BUY A TICKET
AND HELP HONGKONG'S POOR.

SIGNATURE POINT IN YEO TRIAL.

MISAPPREHENSION REMOVED IN COURT

ACCESS TO ACCUSED.

The trial of Carvalho Yeo was resumed at the Criminal Sessions yesterday afternoon, when a misapprehension in regard to the suggested failure of Mr. T. Black, of the Treasury, to identify his signature was corrected.

Mr. Potter explained that what Mr. Jenkin on the previous day submitted to Mr. Black whilst under cross-examination was an enlarged photograph of his specimen signature, and not the actual signature.

Mr. Jenkin said he had probably misled the Press, and was sorry for it.

Mr. Potter said that before the cross-examination commenced he wished to refer to two points. One affected Mr. Black, who had given evidence. They may have noticed that from the reports appearing in the press it would appear that Mr. Black at the conclusion of his cross-examination by Mr. Jenkin was shown his specimen signature, from the Hongkong Bank, and that Mr. Black, in answer to two questions, by Mr. Jenkin as to what that was, said, "I don't know."

The obvious reading of that report, of course, was that Mr. Black was a person who could not even identify his own specimen signature obtained from the Hongkong Bank. Nothing was further from the truth, because "Here is what was shown to Mr. Black. I am not surprised, and I don't blame him."

Mr. Potter here produced a large photograph as the object which was shown to Mr. Black, remarking that he did not think anyone confronted with a signature of that kind could possibly have pretended to identify it as his specimen signature.

It was reported in that way and in fact the question was put in that way by Mr. Jenkin, although no doubt he would be the first to correct such an impression. He did, however, desire, in fairness to Mr. Black, to have it quite clear to the public at large that Mr. Black did not fail to identify his specimen signature. He merely failed to identify an enlarged photograph, which might have been a photograph of anything. It was not a point of small importance, because as they knew the case had aroused considerable interest.

Government Objects.

Speaking from his own personal experience, Mr. Potter said that during the short period from the time the Court finished until he returned home on Thursday night he heard it actually stated, "What a man he must be if he cannot identify his own specimen signature!" So they would see how important it was to get the matter put right.

Mr. Potter added he did not think the papers concerned were entirely to blame, because they did not know what the document was.

Continuing, Mr. Potter said that the Government of Hongkong was amazed to find that what they rightly regarded as a confidential document, the specimen signature of Mr. Black deposited by him in the Hongkong Bank, had been disclosed to any third party. He was instructed on behalf of the Government to protest against any disclosure of any confidential document to any person unless the Government was first referred to.

They had made inquiries into the matter and had been informed by the solicitors for the Bank, Messrs. Johnson, Stokes and Master that the disclosure of this document to third parties was unknown to the Chief Manager, Mr. Hynes, and to Mr. Grayburn. Mr. Hynes, and to Mr. Grayburn. He need hardly say that neither of those gentlemen, with their large experience of banking and the positions they held, would dream of parting with documents of this kind without first consulting the Government.

On Subpoena.

After referring to the scrupulous care exercised by the Bank officials, when Mr. Jenkin was given facilities at the Bank with regard to cheques, Mr. Potter went on to say that he was informed by Messrs. Johnson, Stokes and Master that on November 8 a subpoena was served on Mr. N. H. Proctor, and that subpoena ordered him, among other things, to bring documents to Court, including the specimen signatures of Mr. Messer and Mr. Black.

He had been told by Messrs. Johnson, Stokes and Master, although he had no personal knowledge himself, that on or about November 14, Mr. Proctor attended at Mr. Jenkin's chambers, where Prof. Shellshear was present, and there handed over the specimen signature of Mr. Black, of which photographs were taken, and so forth.

Mr. Potter went on to say that he understood that the specimen signature was still out of the Bank's possession and was in the possession, he understood, of Professor Shellshear. He could not see what possible justification there should be for a procedure of that kind. A subpoena did not mean, as he understood it, that a man must produce documents in the chambers of Counsel for the accused: one must produce them in the court. "I protest against documents of this nature being in the possession of the defence to be used for such purposes as they see fit and to be used without the Government of Hongkong being first consulted. It is wholly irregular."

Mr. Potter said he supposed that Mr. Proctor would be called as a witness and would be able to tell them what he understood from the subpoena. If he had read the subpoena he could not have understood what it meant and if he did not understand then "he ought to be made to understand."

Mr. Potter asked his Lordship to order that the specimen signature, any photographs taken and negatives be returned.

Mr. Jenkin, dealing with the first point, said he regretted as much as Mr. Potter if any impressions had arisen in the public mind on the perusal of press reports that in fact the actual specimen signature was before Mr. Black. They knew, of course, it was not so. His recollection was that he did not ask Mr. Black if he could tell them what it was in the sense that it was his specimen signature. He asked Mr. Black if it was his signature or not, and when he replied he was not prepared to say, he (Mr. Jenkin) again told Mr. Black that it was his specimen signature. It might fairly have been that he (Mr. Jenkin) misled the press in making that statement, as he said down. He very much regretted it.

His Lordship made an order for the specimen signature, photographs and negatives to be returned at once.

Another Complaint.

Mr. Jenkin continued that they were not much concerned with the first matter, because his Lordship and the jury would not be affected by anything which appeared in the local press. He was, however, astonished at what appeared on the front page of the China Mail to the effect that that paper had secured the exclusive right to publish sometime thereafter an account of the life of Carvalho Yeo; that in the course of such publication there would be disclosures of a very interesting nature as to the conduct of officials in the Treasury generally and Government servants.

They were accustomed to reading in the Home papers articles of that class, which were generally written apparently from the mouth of a person already convicted.

The facts that there had been a definite promise that the accused was going to disclose various matters in the departments of the Government might possibly lead to the conclusion that the accused had acquainted himself in a measure which was beyond the scope of his duty with the manner in which these were carried out in Government departments.

Mr. Jenkin pointed out that the accused was in custody and was not on bail. He was not accessible at all to the gentlemen of the press and he was instructed to say through the solicitor who had instructed him that he (the accused) had no knowledge whatsoever as to how that statement came to be made in that paper.

No Communication.

Mr. Jenkin referred to another point affecting the rights of counsel and solicitors defending the accused. He said that trouble had been experienced in the trial by the solicitor instructing him in interviewing the prisoner in the precincts of the court. It appeared that the prison officers were instructed not to allow communication except on the order of his Lordship. It was of great importance that they should be able to interview the accused without such an order. He had appeared in Criminal Jurisdiction for many years and never at any time had he had to apply to the Judge before seeing the accused, except in exceptional circumstances. He had the right to see the accused at the gaol and he had to get no permission of any description at all. Where there was such a wealth of detail as in the present case his Lordship might order that he (Mr. Jenkin) and the instructing solicitor should have access to the accused.

His Lordship gave the required permission to Mr. Jenkin, saying that either he or Mr. Russ could see the prisoner at any time during the progress of the case.

Mr. Potter said that as far as the Crown was concerned they were only too anxious that the accused should be available to Mr. Jenkin. He was told by Mr. Shellshear that in fact the practice had been followed many times before, and it was not done only for this trial.

Mr. Jenkin interjected by saying that he was not suggesting that that was so.

Mr. Potter remarked that any facility which the defence desired they were welcome to have.

Evidence Resumed.

Tsang On-wing then re-entered the witness box.

Answering Mr. Jenkin, he said that with him rested solely the decision as to when to order a new cheque book. He had been in the Government service for fourteen and a half years and eight years in the Treasury. During that period he had conversed in the English language with European officials there.

It also rested with him as to how many cheque books he should order. He did not make a record of the number ordered at the end of 1927, but he had done so lately. Neither did he make a record of the date when he ordered them.

He ordered the cheque forms by filling up the application at the back of the old cheque book, which he sent in to Mr. Messer. When new books were received he checked the numbers of the cheques. Sometimes he looked at the first and last cheque numbers and compared them with numbers on the cover, and at other times he counted the cheques. He made no record of the number of cheques received. This was because he had always followed the same procedure and had understood his predecessor had done the same.

Witness continued that he then sent the cheque books to the gaol to be printed. He did not keep any record of the numbers of the cheque book sent to the gaol, for the same reason that it had never been done before. Neither did he check the number that came back from the gaol because the printing work was done by Government people, and "I have confidence that it must be correct."

Mr. Jenkin: The cheque book might come back with cheques missing?—Yes.

Always in Order.

Until the present occurrence witness had never found any case where the number of cheques in the book failed to agree with the numbers on the cover. He had never previously observed any apparent alteration in the numbers on the cover as far as he could remember. That was definite.

The books of cheques from the Bank had always come in perfect order until the present occurrence. Because they had always come in perfect order, he acknowledged them as such. When he received the book back from the gaol, he did not place it into immediate use but placed it in a safe in the general office. Until it came to be used it would be a reserve book. It was always on the same shelf as the book in current use, but witness did not see it always as it was sometimes screened by other books placed on the same shelf. The other books were not witness' books, but were general account and receipt books.

Witness agreed that he was the sole custodian and safeguard of Government cheque books, but he never looked to see to make sure that the reserve book was in the safe. For all he knew it might have been missing. If so, he would not have noticed it. Sometimes a reserve cheque book would be lying in the safe without being in use for as long as three weeks, during which period witness would not know if it was there or not. If, however, there were no other books screening it he might see it.

Forgotten Date.

Proceeding, witness said the practice was that when he started a new cheque book he ordered a further one, sometimes immediately and sometimes a day or two after. He was shown Exhibit "E", from which thirty cheques were missing. He said that he received that book on November 2, 1927. He followed the same procedure with regard to that book as he had already deposed to. He acknowledged to the bank the receipt of six hundred cheques.

Witness went on to say that he actually received exhibit "E" and put it in the safe. If that cover had been altered in the manner in which it was at present altered, he would have noticed it.

When asked to give the date when he first discovered that the cover of the book had been altered, witness replied that he could not remember the exact date. At the time that he brought the book out for the purpose of ordering another book, witness agreed with Mr. Jenkin that that date would be November 20, when he ordered Exhibit "F", another book of six hundred cheques. Witness said he noticed the alteration when the book was placed on his desk. When he saw it he thought it was a mistake by the Bank, but he did not look through the book to see what had happened. He came to

(Continued on Page 10.)

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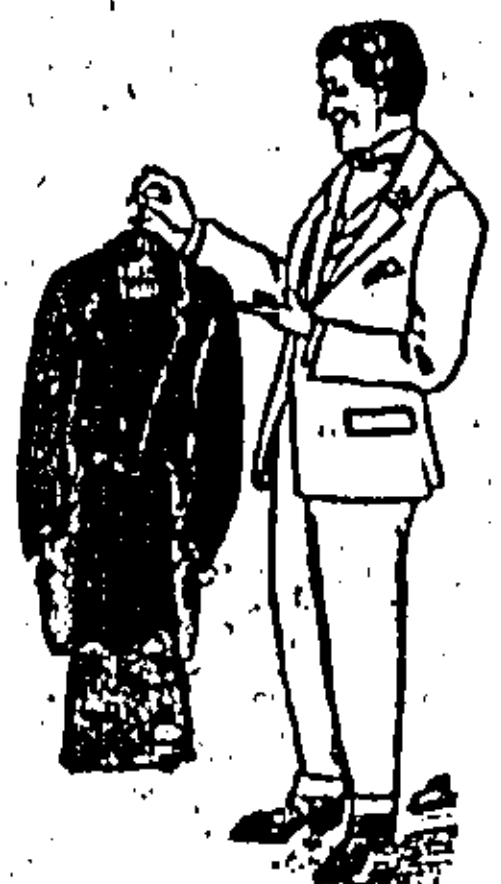
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FOR SALE.

FOR SALE—FIAT 4-SEATER. Almost new, bargain to immediate purchaser. To be seen any time at the Fiat Garage.

FOR SALE—INDIAN Motor Cycle and sidecar for sale. Electric lighting. Good condition. Exceptionally cheap at \$180.00. Can be seen at any time at the Fiat Garage.

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TO LET—CHEUNG CHAU. Most attractive furnished bungalow to let. Large garden, small vegetable garden just stocked. Electric light. Write Box No. 446, care of "Hongkong Telegraph."

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TO LET—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 164, Praya East. Phone C.547.

TO LET—AT CHEUNG CHAU. Furnished bungalow to let. No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 449, care of "Hongkong Telegraph."

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 6009.

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Our Canton and District Representatives and Distributing Agents are
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to whom all local enquiries should be addressed.

New Advertisements.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.
The New School Year begins December 3rd. Entrance examination, for New Students, Saturday, December 1st, at 9 a.m. For Prospectus, for Boarders and Day-boys, apply:—
ST. STEPHEN'S COLLEGE,
Prospect Place.

CHURCH NOTICES.

Twenty-fifth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, November 25th 1928. Victoria Diocesan Sunday. Holy Communion 8 a.m. Children's Service 10 a.m. Children are asked to bring Toys to this service for distribution in Chinese Mission Hospitals. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Lord Bishop. Evensong 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road. Minister Rev. F. C. Young. Sunday, November 25th. Preacher, The Minister. Morning Service, 11 a.m. Sermon, "Contingent Faith." Hymns 183, 269, 801, 472. Evening Service 6 p.m. Sermon, "Household Gods." Hymns 325, 199, 567, 683.

Wesleyan Methodist Church, Queen's Road East. Sunday Services: Morning 10.15 a.m. Preacher: Rev. J. C. Knight. Subject: "Ambition." Evening: 6 p.m. Preacher Mr. P. J. Le Tissier. Sunday School 3 p.m. Sailors and Soldiers Home, Arsenal Street. Sunday 3 p.m. Men's Bible Class 8.15 p.m. Service Men's Hour Wednesday 8.15 p.m. Gospel Service for service Men, Tuesday 8 p.m. The Church Circle will meet at "Wesley" Ventrie Road.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road. Tram Station Sunday Service, 11.15 a.m. Subject "Soul and Body." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall, 4, Queen's Road, Central, Bank of China Building, first floor. Sunday night, November 25th at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "IS IT POSSIBLE TO UNDERSTAND THE BIBLE PROPHECIES?" CAN THE BOOKS OF DANIEL AND REVELATION BE EXPLAINED? You are cordially invited.

FANLING HUNT!

Steeplechases.

Saturday, 24th November.

First Race 3 p.m.
Admission to Public Enclosure \$1 (Soldiers and Sailors in uniform half price)

Cars parked on the course \$10 each.
Special train leaves Kowloon 1.50 p.m.
Returns 5.40 p.m.
First class return fare including admission to Public Enclosure \$2.
Free parking for cars.

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Lammet's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**

the 26th November, 1928, commencing at 11 a.m.

At No. 34, Humphreys Building, Kowloon.

A Quantity of Valuable Household Furniture.

Catalogues will be issued.

On View from Sunday, the 25th November, 1928.

Terms:—Cash on Delivery.

LAMMETT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **TUESDAY,**

the 27th November, 1928, commencing at 11 a.m.

at No. 33, Humphreys Building (Top Floor), Kowloon.

A Quantity of Valuable Household Furniture.

(Including Fine Carpets and Blackwood Ware)

Catalogues will be issued.

On View from Monday, the 26th November, 1928.

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LAMMETT BROS.,
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Seven hours after having the Freedom of Reading conferred on him, Alderman Sir George Abraham, senior physician, Royal Berks Hospital, died.

So that they can get news of prices, weather and the best fishing grounds, fishermen on the East Coast of Scotland are fitting wireless in their vessels.

Sir John Chancellor, the newly-appointed High Commissioner for Palestine, has received the insignia of a Knight of Grace of the Order of St. John.

IMPORTANT NOTICE.

OWING TO THE HEAVY DEMAND ON OUR ADVERTISING COLUMNS FOR SPECIAL CHRISTMAS PUBLICITY, ADVERTISERS ARE REQUESTED TO KINDLY RESERVE SPACE REQUIRED DURING DECEMBER, AT THE EARLIEST POSSIBLE CONVENIENCE.

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FATHERS OF THE PEOPLE.

THE POOR'S FAITH IN THE POLICE MAGISTRATE.

What is the main cause of present-day crime? In the opinion of Mr. R. E. Dummett, Magistrate of Clerkenwell Police Court, it is the housing problem that confronts London's lower-middle and lower classes.

"The conditions of life of the tenement dweller in London, who comes home from a hard day's work to one squalid room where an overwrought wife and grubby children starve for fresh air and exercise, are a scandal and disgrace to a civilised community," he said recently. "The ramifications of the evil that finds its origin there are incalculable. To maintain even the barest decency is hardly possible."

"The sordid procession of drunks that used to file through London's police courts day by day in years gone by, is a thing of the past," Mr. Dummett added, "and on ordinary days they are now disposed of in 10 minutes."

"The Police Magistrate's main work is to solve endless disputes arising out of the landlord and tenant's Act, matrimonial difficulties, the guardianship of infants, and many other questions of civil litigation for the poor."

"A peculiar relationship has sprung up between the inhabitants of London's poorer districts and the Police Magistrates, and even if the Lord Chancellor himself were to decide in a case affecting these people, they would come around the next morning to the Police Magistrate to see if it was all right."

Court Mission's Work.

These and other glimpses of the work done by the London Police Magistrates were given at the annual meeting at the Mansion House of the London Police Court Mission, which maintains missionaries at all the Police Courts in London.

Lord Halsam, the Lord Chancellor, who is President of the mission, stated that the work done by the missionaries, who are all appointed as probation officers by the Court, saves the Treasury great sums of money every year. "A prisoner in one of H. M. prisons (he said) costs the State £76 per annum, a Borstal boy £69, and a workhouse inmate £85."

Some idea of the scope of the work accomplished by the Mission is contained in its annual report, which states that the Magistrates referred 4,681 cases of matrimonial disputes to the missionaries, who managed to reconcile 2,392 couples. The number of persons in 1927 placed on probation under the supervision of the missionaries was 2,272, and the total number of persons dealt with, 15,235.

The Bishop of Willesden (Dr. Perrin) resided at the meeting, and in his opening address paid a tribute to the efficiency of London's Police Force. "It is not to the detriment of the Force that some black sheep have been occasionally found in it, and I am sincerely glad to see how well the Force has come out of the present police inquiry," he said.

PRINCE CLAIMS £4,000,000.

SEQUEL TO ESCAPE FROM MENTAL HOME.

Constantinople, Oct. 23. It is stated here that English doctors who have been specially sent to examine the health of Prince Ahmed Seifeddin will not be allowed to do so when they arrive in Constantinople.

Prince Ahmed Seifeddin escaped two years ago from a private mental home at Titchhurst, Sussex, where he had been kept for 25 years following an attack on his brother-in-law, now King Fuad of Egypt. His brother-in-law was wounded by a revolver shot.

The Prince is bringing a claim against the British Government for £4,000,000, the value of estates which he alleges were sequestered when he was taken from Egypt and wrongfully imprisoned in England. A certificate of sanity is necessary for him to bring an action.

Prince Seifeddin is living at present in a palatial residence at Bebek on the Bosphorus.

WIFE CHOOSING A SCIENCE!

DOCTOR WANTS LOVE TO BE RULED OUT.

Shall the cold voice of science strive to dictate to the old-world passion of love?

Dr. Bernard Hollander, president of the Ethological Society, asked this question in an address, in London, on "The Psychology of Matrimony," and he supplied his own answer: "Assuredly yes."

As man the barbarian came to apply rules culled from the school of experience, so he became civilised, cultured, intellectual and moral, said the lecturer.

Scarcely in any other field had he allowed the primitive instinct to hold sway, so little influenced by the rules of organised knowledge, as in this all essential matter of marriage.

If the selections for marriage were made by experts success could not be guaranteed.

"Our knowledge is scarcely complete enough to enable us to give hard and fast rules," said Dr. Hollander.

Meals and Marriage.

"For some, wedlock is the acme of bliss, for others a foretaste of the agonies of perdition."

Touching on the advantages of the married over the single state, Dr. Hollander said that single men and women, by taking their meals in restaurants, were in danger of damaging their digestion by irregularities in food and drink.

"Single women often eat next to nothing."

"Married women with good healthy appetites are commoner than single ones."

CANADA'S DUTY.

"TIME SHE BORE SHARE IN EMPIRE'S DEFENCE."

Victoria (B.C.), Oct. 23. Speaking at the Trafalgar Day ceremonies here, Dr. Toimie, the Premier of British Columbia, said:

"The time has come when Canada should assume its proper share in protecting the British Empire by sea."

"Being enthusiastic Britishers only when we're a bushel of wheat to sell or when we need some capital isn't playing our part in the Empire. If we were really in earnest in our desire to hold the respect of the rest of the Empire we should be ready to assume our responsibilities and pay our share."

"We in Canada have, on the Pacific Coast rapidly-developing cities, big industries, and an accumulation of much wealth, and our seaboard trade is increasing rapidly. Our fleet and this coast must be defended not only for ourselves but for all of Canada."

It was useless, he said, to suppose that in one or two generations men would become so peaceful that peaceful settlements would always be possible. "It is against such contingencies," he added, "that we must prepare."

The total strength of Canada's Naval forces in 1926 was 210 officers and 1,806 men. The only vessels maintained in commission are two destroyers and four minesweeping trawlers and a few small craft, some of them armed, for patrol duty on the coasts and the Great Lakes.

DUMMY MUMMY HOAX.

AMERICAN RAG DOLL AS PRINCESS OF TUT FAMILY.

For 25 years the prize exhibit of Bergen County Historical Society, New Jersey, has been the mummy of an Egyptian princess in Hackensack Museum.

Thousands have gaped at the relic. Schoolchildren have been taken in parties to view it, and have afterwards written essays on it. The town council published leaflets about it.

Now the curator of the museum is a woman. One day she resolved to open the box in which the mummy reposes, to clean the inside of the glass cover.

She had only examined the "princess" for two minutes when she realised that the mummy was a dummy, stuffed with rags and old newspapers.

It has feet, but no legs; one hand, but no wrist.

After years of great local celebrity as a probable descendant of the line of "King Tut," the dummy mummy now goes to the basement.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P and O Building on Des Voeux Road, next to the General Post Office. This office is opened day and night.

All particulars as to ships in Communication, rates etc. may be obtained at the Radio Office as above.

Radio Telegrams may be sent to Europe, America, Philippines Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

YMAS PARCEL MAIL FOR U.S.A.

Ymas Parcel Mail for U.S.A. will be closed in the G. P. O. at 3 p.m. on Monday, the 26th inst. per a.s. President Grant.

This mail is due in Seattle on the 17th December.

YMAS LETTER MAIL FOR CANADA AND U.S.A. AND PARCEL MAIL FOR CANADA.

Xmas Letter Mail for Canada and U.S.A. and Parcel Mail for Canada will be closed in the G. P. O. per a.s. Empress of France at 5 p.m.

Parcel Mail—27th inst. at 5 p.m.

Registered Mail—28th inst. at 9.15 a.m.

Ordinary mail—28th inst. at 10 a.m.

These mails are due in Victoria, B.C. and Seattle on the 15th December.

YMAS LETTER MAIL "VIA SIBERIA FOR GREAT BRITAIN."

Xmas Letter Mail "via Siberia" for Great Britain will be closed in the G.P.O. at 12.30 p.m. on Friday, the 30th inst. per a.s. "Chenonceaux."

This mail should reach London about the 21st December.

It is hereby notified that on and after 26th November radio-telegram will be accepted at the Radio Office for transmission to Pakhoi at \$0.20 per word—the receiver to pay any charge levied by the Pakhoi Station.

INWARD MAIL.

From	Per	Due
U.S.A., Canada, Japan, and Shanghai	Pres. Lincoln	November 24
Shanghai and Swatow	Sinking	November 24
London via Suez (Letters and Papers)	Empress of France	November 25
London 30th Oct.	Emp. of Canada	November 25
Manila	Atsuta Maru	November 25
Straits	Pres. Grant	November 26
Manila	Talamba	November 26
Straits and Amoy	Linan	November 26
Shanghai and London parcels (London 25th Oct.)	Glancus	November 26
Japan	Tanda	November 28
Japan and Shanghai	Kitano Maru	November 30
U.S.A., Honolulu, Japan and Shanghai	Pres. Harrison	December 1
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	December 3
Australia and Manila	St. Albans	December 3
Canada, U.S.A., Japan and Shanghai	Empress of Russia	December 5

OUTWARD MAIL.

For	Per	Date and Time
Shanghai	Tijbeear	Sat., Nov. 24, 12.30 p.m.
San Shui and Wuchow	Chung On	Sat., Nov. 24, 4 p.m.
Straits and Calcutta	Fook Sang	Sat., Nov. 24, 4 p.m.
Manila	Parcels	Sat., Nov. 24, 4 p.m.
Manila	Pres. Lincoln	Sat., Nov. 24, 4.30 p.m.
Port Bayard Hothow and Haiphong	Song Bo	Sat., Nov. 24, 5 p.m.
Formosa	Duisburg	Sat., Nov. 24, 5 p.m.
Shanghai and Europe via Siberia	Yingchow	Sat., Nov. 24, 6 p.m.
Hothow Pakhoi and Haiphong	Chang Chow	Sun., Nov. 25, 9 a.m.
Bangkok via Swatow	Kaying	Sun., Nov. 25, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru	Sun., Nov. 25, 9 a.m.
Amoy	Antung	Mon., Nov. 26, 10.30 a.m.
Swatow	Hydrangea	Mon., Nov. 26, 2.30 p.m.
Japan, Canada, U.S.A., C. & S. America, and Europe via Victoria B.C.	Pres. Grant	Mon., Nov. 26, 3 p.m.
	Parcels	Mon., Nov. 26, 3 p.m.
	Registration	Mon., Nov. 26, 4.15 p.m.
	Letters	Mon., Nov. 26, 4.15 p.m.
	(Due Victoria B.C. 17th Dec.)	
Shanghai and Europe via Siberia	Pres. Grant	Mon., Nov. 26, 4 p.m.

Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via San Francisco	Shinyo Maru	Tues., Nov. 27, Registration 8.45 a.m. Letters 9.30 a.m. (Due San Francisco, 21st Dec.)
Shanghai	Atsuta Maru	Tues., Nov. 27, 10.30 a.m.
Amoy	Chenan	Tues., Nov. 27, 1.30 p.m.
Swatow, Amoy and Foochow	Hai Ning	Tues., Nov. 27, 2 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe (except United Kingdom) via Marseilles	Antenor	Tues., Nov. 27, Registration 1 p.m. Letters 1.40 p.m. G. P. O. Registration 4.15 p.m. Letters 4.50 p.m. (Due Marseilles 26th Dec.)

Swatow	Shanghai, Japan, Canada, U.S.A., C. and S. America and Europe via Vancouver, B.C. and Europe via Siberia	Kwai Sang	Tues., Nov. 27, 5 p.m.
Emp. of France	Wed., Nov. 28, Parcels 2.30 p.m. Registration 2.30 p.m. Letters 3.10 a.m. (Due Vancouver, B.C. 15th Dec.)		

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and United Kingdom via Plymouth	Empress of Canada	Wed., Nov. 28, Registration 1 p.m. Letters 1.40 p.m. G. P. O. Registration 2.15 p.m. Letters 2.30 p.m. (Due Plymouth 23rd Dec.)
Yunnan	Yunnan	Wed., Nov. 28, 1.30 p.m.

Java via Batavia	Tjikembang	Wed., Nov. 28, 2.30 p.m.
Wei Hai Wei <td>Kuelchow <td>Thurs., Nov. 29, 2.30 p.m. </td></td>	Kuelchow <td>Thurs., Nov. 29, 2.30 p.m. </td>	Thurs., Nov. 29, 2.30 p.m.
Shanghai, Japan and Europe via Siberia <td>Chenonceaux <td>Fri., Nov. 30, 12.30 p.m. </td></td>	Chenonceaux <td>Fri., Nov. 30, 12.30 p.m. </td>	Fri., Nov. 30, 12.30 p.m.

Manila, Sandakan, Australia and New Zealand via Thursday Island	Tanda	Fri., Nov. 30, Registration 1.45 p.m. Letters 2.30 p.m. (Due Thursday Island 15th Dec.)
Swatow, Amoy and Foochow <td>Haiyang <td>Fri., Nov. 30, 1 p.m.</td> </td>	Haiyang <td>Fri., Nov. 30, 1 p.m.</td>	Fri., Nov. 30, 1 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Kijano Maru	Sat., Dec. 1, Registration 1.30th 4.30 p.m. Letters 1st 9 a.m. G. P. O. Registration 1st 8.45 a.m. Letters 1st 9.30 a.m. (Due Marseilles, 30th Dec.)
Manila	Pres. Harrison	Sat., Dec. 1, 5 p.m.

Bangkok via Swatow

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TICHBORNE CASE OF ITALY UP AGAIN.

RICH GRASS WIDOW CLAIMS MYSTERY MAN.

Public opinion in Italy is once more excited over what has been called "the Italian Tichborne case." It concerns the identity of a mysterious person who lost (or says he lost) his memory, and who was last year variously identified as

A—Prof. Canella, a rich and famous university scholar and philosopher, who went to the war in Salonica in 1917 and was reported missing.
B—Bruneri, an escaped convict thief.
C—Another criminal, with several past aliases.

Professor Canella's wife (who had for nine years mourned as a widow) welcomed the man with the lost memory as her long-lost husband; and he had a luxurious home in the Canella villa till the police claimed him as the escaped Bruneri. After long court hearings he was adjudged to be the convict Bruneri, and was ordered back to finish his unexpired term of penal servitude.

At the Luxurious Villa.

But appeals have held back the execution of the judgment; and meanwhile the mystery man has been staying with the very rich and highly respected Canella family in Verona.

It is a year since one magistrate temporarily assigned the man to the Canella family. He declares that he now recognises his family; and the Canellas declare that they recognise him.

Revival of interest is due to a civil action which has just been before the Turin court.

Relatives of Bruneri and of Professor Canella have given evidence in support of their contention that the man belonged to their family; and each side stubbornly maintained its claim.

For the convict Bruneri appeared his mother, his son, his brother and his sister, and they supported their plea with numerous witnesses, documents, photographs and expert opinions.

On the other hand, Signora Canella hotly maintained that the mystery man was her husband, the professor; and she was supported by the evidence of her two children, her brother, her sister-in-law and other relatives, as well as friends and former colleagues of the professor at the Institute at Verona of which he was director.

The State prosecutor declared he was convinced that the man was Bruneri, the thief. "This farce," he added, "has lasted too long, and the fraud must be exposed at once."

The court has now announced that a decision will be promulgated some days hence.

If the verdict is in favour of identification with Bruneri, the man will go back to prison to complete the sentence originally passed on the thief.

If the victory remains with the Canella party, the unknown will have the right to be restored to his post as director of the Institute, the reimbursement of 12 months' salary,

MINISTER'S SPEECH ON ELECTRICITY.

CRITICISED BY GOVERNOR OF GAS COMPANY.

Sir David Milne-Watson, Governor of the Gas Light and Coke Company, made an emphatic protest recently against a speech delivered by Colonel Wilfrid Ashley, Minister of Transport, on the occasion of the opening of the new Cobden Bridge.

In this speech Colonel Ashley urged the desirability of extending the use of electricity in this country, and described the work already carried out by the Central Electricity Board.

Colonel Ashley said: "What we want to bring home—and it is very important to the women of the country—is the immense saving of labour which the use of electricity in the home must bring about."

Many new houses now being built were wired for lighting only, no provision being made for vacuum cleaners, cooking, ironing and other apparatus which ought to be used. If this oversight continued it would mean that the cost to the householders would be enormously increased when they awakened to the advisability of using electricity for these purposes.

Sir David Milne-Watson's protest was made at a luncheon at which the directors of his company were entertaining the members of the Coke Oven Managers' Association at the Beekton Works.

Companies' Detriment.

"This speech," said Sir David, "was not delivered by a member of an electricity undertaking, a member of the Central Electricity Board, or the Electricity Commissioners, or even by a man promoting a new company. It was delivered by a Cabinet Minister, and the occasion was the opening of a bridge. I cannot protest too strongly that such a speech should have been delivered."

It was "boosting" electricity, he said, to the detriment of the gas companies and the coke oven industry, two of the most important industries of the country, utilising coal, the product of one of the basic industries, to the extent of millions of tons every year.

They had nothing against electricity, he continued. They used electricity at Beekton for many purposes, but they felt that to give publicity to electricity in this way was most unfair.

Mr. R. Ray, President of the Coke Oven Managers' Association, agreed with Sir David, characterising the praise of electricity by Cabinet Ministers as "not playing the white man's game."

Despite the forces operating against the extended use of gas, he pointed out, the company were extending their sale of gas every year.

the restitution of two military medals for valour won during the war, and reinstatement in his rank of captain.

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Fr. John Cooney (St. Thomas Roman Catholic Church, Wandsworth)

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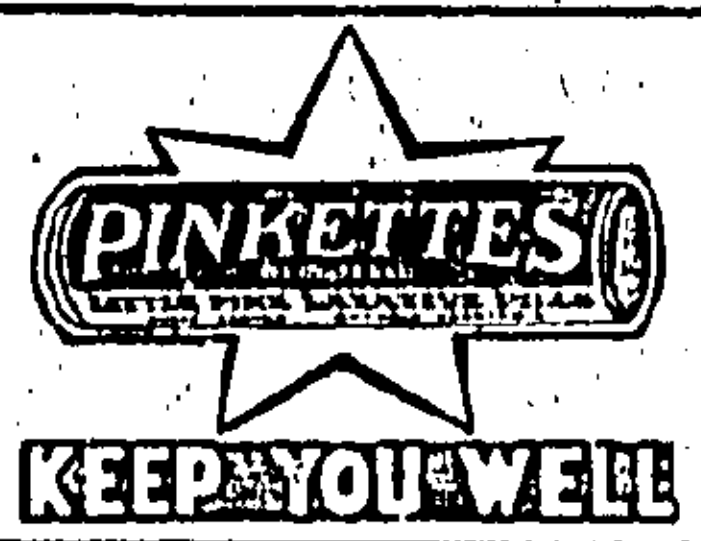
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WOMAN STABBED IN OFFICE.

SECRETARY TO LORD DECIES.

Miss Patricia Johnson, of Highgate, N., private secretary to Lord Decies, was stabbed in the office of the Income Taxpayers' Society, Abbey House, Westminster, just before the office was to be closed a week or two ago.

Lord Decies, who is the director of the society, had left his office only five minutes when a man entered the building. He went into the room where Miss Johnson was working alone and locked the door.

Shortly afterwards, it is alleged, a man attempted to jump through the window, which is four storeys above Victoria-street and has only a narrow ledge, but he was prevented from doing so by people who had burst open the door.

The man was stated to have wounds in the chest.

Intruder Held.

A clerk from a neighbouring office, who dashed into the society's office on hearing the screams of the woman, said later:

Another clerk in the office grabbed the intruder, but released him when the young woman sank to the ground.

The whole thing occurred so dramatically and suddenly, and the police closed the office so quickly after it, that people working on the same floor and on the floor above walked out of the building shortly afterwards without being aware that anything untoward had happened.

Lord Decies later told a reporter that Miss Johnson was very badly hurt. She was treated for wounds in the head and arm at the house of Dr. Stovell York, in Southwick-place, W.

The same night a man was taken to Westminster Hospital and was operated upon. He is stated to have given the name of Captain McDougal, with an address at Hendon, N. W. At 3 o'clock the following morning his condition was stated to be serious.

£20,000 FOR A HOUSEKEEPER.

SURPRISE FORTUNE IN VICAR'S WILL.

Miss Jane Hayes, clergyman's housekeeper, has been bequeathed the unexpectedly large fortune of over £20,000 by her employer.

Thirty-four years ago when she left school she entered the service of the Rev. Tertius Buzzard, and eventually became his housekeeper. Last January, Mr. Buzzard, who had been vicar of Grimsburgh, near Preston, since 1889, died, and his estate has totalled £26,725 gross value. Except for £100 and a few other bequests, he has left everything to Miss Hayes.

"For her long and faithful service," Miss Hayes, a young-looking woman of attractive but retiring demeanour, is now living with her parents and sister at Grimsburgh, writes a *Daily Chronicle* representative. When I called she was rather upset that the news of the will should have been published.

I learn that Mr. Buzzard probably never expected to leave anything like the amount of money at which his will has been proved.

Sister's Fortune. A day or so before he became ill, his sister, a Mrs. Simpkins, died and left her money to him. This sum added very considerably to Mr. Buzzard's estate.

It is stated that Miss Hayes has intimated that she feels mortally bound to carry out certain obligations which Mr. Buzzard would probably have recognised had he had time to learn of his added wealth and to have made arrangements accordingly.

"She has always been a retiring and kindly person," a friend of Miss Hayes told me. "She had always gone to church regularly and then gone quietly back to her duties at the vicarage."

CHILD TAKEN OUT OF FEVER WARD.

REMOVED DESPITE A NURSE'S PROTEST.

A child suffering from diphtheria was stated, at a meeting of the Port Talbot Town Council, recently, to have been abducted from the Isolation Hospital.

The child was afterwards returned to the hospital.

Dr. Llewellyn, the medical officer, told the council that the child was "getting on nicely" when two women and three men appeared in the gardens of the hospital.

They demanded the child, but were told that it was not fit to be removed.

Later a woman entered the diphtheria ward and took the child from its cot, despite the protests of the sister in charge. The men helped to carry the child to the town, a mile away.

Dr. Llewellyn persuaded the mother to send the child back to hospital. She told him that a discharged patient had informed her that the child was unhappy at the hospital and had cried for five days and nights. The medical officer said that the child was cross owing to teething.

The council decided to take no action beyond asking for an apology to the doctor and the matron.

DISMISSED COMMUNIST

INDEPENDENT LABOUR PARTY'S VIEW.

The following comment on the dismissal by the Admiralty of Mr. Percy Glading, the mechanic examiner, from Woolwich Arsenal because he is a Communist, appears in the current issue of the

FACTORY TRAWLERS.

£1,000,000 SCHEME TO UTILISE FISH WASTE.

Aberdeen, Oct. 26. The first step in a £1,000,000 scheme in connexion with the white fishing industry has been taken at Aberdeen by the setting up of a new fish meal and by-product factory.

Purchases of fish and fish wastes will be made for the present on the fish market at Aberdeen, but ultimately plant will be installed in all types of trawler which will take up the waste at sea, and the new premises will become a finishing factory.

Materials of immense value will be taken from the raw products by means of meal and oil extraction plant. These products include phosphates, oils, leather, powders, glycerine, iodine, insulin, and ammonia.

Mr. C. A. McCurdy, one of the directors of the company, states in a document circulated privately, "We are at the beginning of a revolution in dealing with the riches of the seas."

"New Age," the official organ of the Independent Labour Party:

"The dismissal from Woolwich Arsenal of Percy Glading, the Communist engineer, raises a difficult question for those in favour of the maintenance of armaments. It cannot honestly be regarded as merely a question of Tory victimisation. The fact must be faced that a Labour Government which retained armaments could not employ men to make them who are avowedly out to divert them from national to Communist purposes whenever an opportunity arises. Those who wish to maintain armaments cannot be half-hearted. The alternative is military efficiency and ruthlessness or total disarmament. We stand for the latter."

MENTAL PROBLEM IN MURDER TRIAL.

CONDITION IN WHICH THE MIND IS A BLANK.

Two mental specialists who gave evidence at the trial at Lancaster of Harry Bagguley, aged 49, for the murder of his wife at New Lington, Preston, by shooting her, said that it was possible for a man to commit such an act without knowing anything about it.

Bagguley, who had suffered from epilepsy, was found guilty but insane, and was ordered to be detained during the King's pleasure.

Major Oswald Duke Jarvis, of Edinburgh, said that epilepsy produced a condition of post-epileptic automatism, in which a man might do certain things of which he had no knowledge. His mind would be a blank while he was in that state.

Dr. Alastair Robertson Grant, deputy medical superintendent, County Mental Hospital, Preston, said that he considered it possible for Bagguley to have acted in the manner he did and know nothing of what had happened.

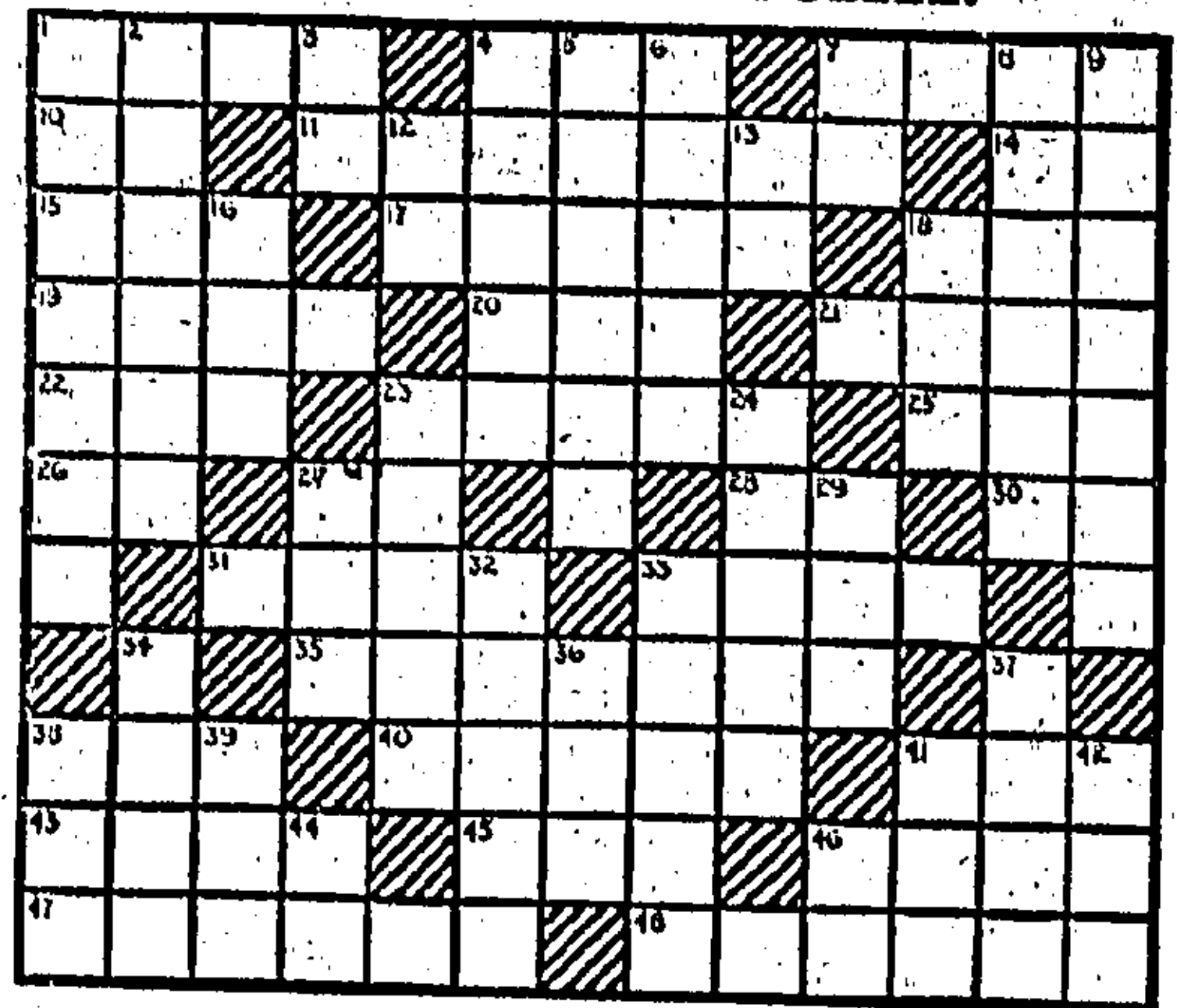
He cited the case of a man who threw his baby into the sea at Blackpool in the presence of 20 witnesses, and then went up to one of them and said, "I have thrown my baby over the pier."

That man, said Dr. Grant, was found guilty but insane.

Mr. Justice Humphreys, summing up, said that the public were indebted to the men who devoted their lives to the scientific investigation of such a difficult problem as disease of the brain.

Mrs. George Watt, of Joppa, Ayr, 101, who has died, left 32 grand, 77 great-grand and nine great-great grand children.

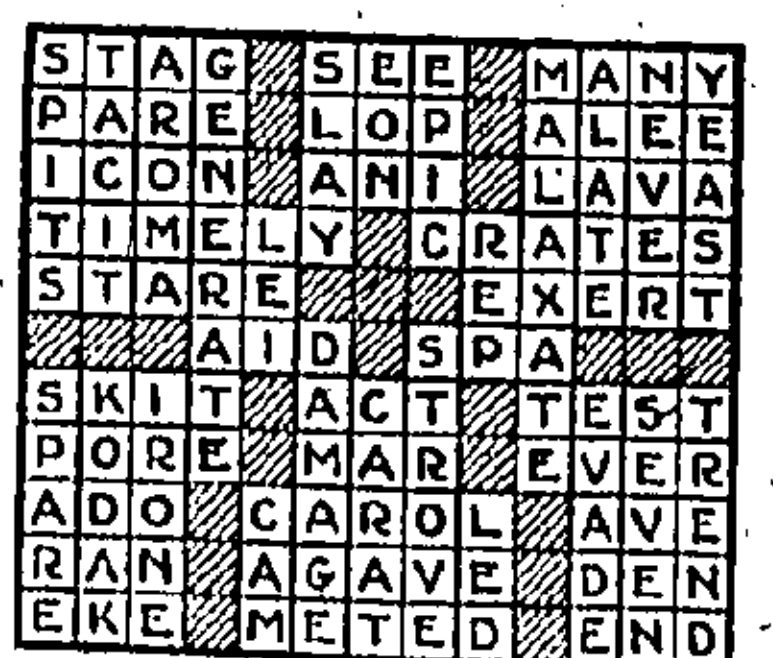
OUR CROSSWORD PUZZLE.



- Horizontal
- 1 A tenacious grasp.
 - 4 The foot of any animal.
 - 7 Last word of a prayer.
 - 10 Sixth note in scale.
 - 11 More foolish.
 - 14 Syllable applied to the seventh note in the scale.
 - 15 To employ.
 - 17 What Florida city is a large centre for the manufacture of cigars?
 - 18 Fit.
 - 19 Edging of a street.
 - 20 Digit of the foot.
 - 21 One who inherits property.
 - 22 Rock containing metal.
 - 23 Twists crooked.
 - 26 Ocean.
 - 26 Point of compass.
 - 27 Masculine pronoun.
 - 30 Abbreviation for "street."
 - 31 What is the most important mineral product secured from Alaska?
 - 33 Fissure in rock containing mineral.
 - 35 What gem is most popular for use in engagement rings?
 - 39 What mineral is Cornwall famous for?
 - 40 Irregular as if worn away.
 - 41 Globe.
 - 42 Region.
 - 45 Female sheep.
 - 46 Similar to the tonka bean.
 - 47 What metal was used by early Americans for their tableware in lieu of the present-day silver?
 - 48 A salt spring.
- Vertical
- 1 What sugar is about one-half as sweet as cane sugar?

- 2 Obliteration (variant).
- 3 Abbreviation for postscript.
- 4 Dish.
- 5 Nut.
- 6 Rubbed clean with a cloth.
- 7 Measure of area.
- 8 Discours.
- 9 Fertilizer.
- 12 Noun for pronoun.
- 13 Abbreviation for "each."
- 16 Deforo.
- 18 Bronze.
- 23 To misrepresent.
- 24 Rock.
- 27 Mortar tray.
- 28 Queer.
- 32 One who defies.
- 33 Mislays.
- 34 Deep slush.
- 36 To cut grass with a scythe.
- 37 What metal is mined in upper Lake Superior region.
- 38 To knock lightly.
- 39 Recent.
- 41 Kimono snail.
- 42 What insect is raised for its honey it gathers?
- 44 Preposition of place.
- 46 Delfy.

Yesterday's Solution.



CITY SOLICITOR SUED FOR CONVERSION.

K.C. ON LOSSES OF NEARLY £1,000,000.

Major Peter David Thomas, senior partner in a firm of City of London solicitors, was sued in the High Court recently for damages for alleged wrongful conversion, breach of duty and negligence.

Mr. Norman Birkett, K.C., represented the plaintiffs, who were the Fenton Textile Association, Ltd., of which Major Thomas was a director.

The association allege that, although Major Thomas knew that Mr. Fenton had no right to deal with the assets of the association for his own purposes, he received through Fenton large sums of money, which he knew were the funds of the association, and applied them to Fenton's private purposes.

All the allegations were denied by Major Thomas, who said he did not know of the true state of affairs between Mr. Fenton and the association.

Mr. Birkett said the association was not saying that Major Thomas converted the money for his own purposes, but they did say that he was idle for him to say he did not know the position.

"I should imagine," added Mr. Birkett, "that it will not be contested that through the account at the defendants a sum of £1,000,000 passed within two years. The greater portion of this sum has been lost to the association."

Mr. Birkett also stated that within three and a half years the association had a trading loss of £1,750,000.

The hearing was adjourned.



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The
Hongkong Telegraph.

SATURDAY, NOV. 24 1928.

CHINA & JAPAN.

Japan and China have so far failed to adjust their differences in regard to the settlement of outstanding questions between the two nations. The deadlock is obviously serious, since a Nanking Foreign Office spokesman asserts that the negotiations between Dr. Wang and Mr. Yada have reached a point at which further discussion is unlikely to yield any satisfactory results. It would appear, however, that the conversations may be resumed if China can get a satisfactory reply regarding the Japanese intentions in regard to the withdrawal of troops from Shantung. Possibly when the Tokyo Government realises that some definite pronouncement on this issue is regarded by the Chinese as a pre-requisite to further discussion, some effort will be made to place the question on a more satisfactory basis. At the moment, the next move lies with Japan.

Although this question of troop withdrawal is being made the principal point in dispute at the moment, there are, of course, many much larger issues which have to be adjusted. The tariff problem is the chief of these, and it remains to be seen how this will finally be solved. It has been suggested, with some reason we think, that Mr. T. V. Soong and the leaders in Nanking do not see altogether eye to eye on this big issue, as between the Powers and China, and in this connexion it is interesting to note that Mr. Yada, although falling in his mission to Nanking, is now to talk over tariff autonomy with Mr. Soong in Shanghai. The likely upshot of these conversations is a matter of much importance. We have no doubt that the Chinese leaders really desire a final settlement of all outstanding questions with Japan, but due account has to be taken of popular feeling on the various points involved. This circumstance probably accounts for the keen insistence on the withdrawal of Japanese forces from Shantung, as these are days in which China is rather apt to stand on her dignity where questions of her sovereignty are concerned. The presence of Japanese troops in Shantung, despite the fact that their number has been materially reduced, is still a source of annoyance to the fervid nationalists in China. Japan views the matter from the

standpoint of the due and proper protection of the lives and property of her nationals, and seemingly is not disposed to leave this to the Chinese, for fear of further unfortunate incidents should any circumstance arise to inflame Chinese feeling. Apart from Shantung, there is also the Manchurian question to be settled, and here again Japan is naturally anxious regarding the safeguarding of her large interests in this territory.

It is difficult at the moment to foretell what will happen, but some compromise will have to be made by one side or the other if the present deadlock is to be overcome. The reports that the Japanese Minister may go to Nanking to make a final effort to straighten matters out inspires the hope that a really serious attempt will be made to prevent relations between the two countries from becoming really strained. If the troop question can be settled, the way should be opened for negotiation on the larger questions. But unless the situation is carefully handled, it may easily get worse rather than better.

The De-Rating Bill.

It is quite clear that all the considered explanations of Mr. Neville Chamberlain have failed to remove the doubts and misgivings raised in England by the Government's vast scheme of local government de-rating and reform, and the passage of the Bills creating the machinery is likely to be a stormy one. The present system of rating has developed from the casual responsibilities of the Poor Law administration, and undoubtedly has led to many flagrant inequalities and possibly abuses. It is a moot point, however, whether the Bill creating the machinery for relieving industry of a large proportion of local rates, is in effect a progressive step, and this question will be foremost in the debate opening on Monday. The proposals have been severely criticised by local bodies, though in a series of conferences, the Minister of Health seems to have disposed of many misunderstandings, or alternatively, made concessions in an attempt to meet the wishes of local authorities. One only concession of importance, however, is that the scheme of the Bill may be reconsidered at the end of three years instead of five. Neither Mr. Chamberlain nor Mr. Churchill see their way clear to reimburse each of the larger authorities by direct payment of the income they will actually lose by the de-rating proposals, and it is widely feared that they will suffer heavily under the scheme. The formidable list of alleged defects outlined by the Labour Party in their amendment of rejection, while representing the extreme, contain views held by an appreciable body of Conservative opinion, capable of development into a very strong case. The chief merit of the Bill is that, by the relief of productive industry, it will give depressed areas a chance for recovery, and this admitted, it seems likely that the majority of the House will overlook the obvious drawbacks. It is certain, however, that when the principal protagonists have done, the discussion of an extremely intricate problem will be technical, tedious and prolonged.

EXCHANGE RATES.

London, Nov. 23.

Paris	124.10
Brussels	34.89
Amsterdam	12.08 1/2
Berlin	20.25
Copenhagen	18.19
Vienna	24.50
Helsinki	102 1/2
Bucharest	108.9/16
Buenos Aires	47.15/82
Shanghai	2/7 1/4
Yokohama	1/10.27/82
New York	4.85 1/32
Geneva	25.19
Milan	92.55
Stockholm	18.14
Oslo	18.19
Prague	103 1/2
Madrid	80.09
Athens	37 1/2
Rio	5.20/82
Bombay	1/6.1/32
Hongkong	2/0
Silver (spot)	26.11/16
Silver (forward)	26 1/2

—British Wireless.

At the City Hall, last evening, there was a large attendance at the practice dance in connexion with the forthcoming St. Andrew's Ball. Pipers of the K.O.S.B. supplied the music for the national dances, whilst the Hongkong Hotel orchestra played for the other numbers. Tea and refreshments were served, and a happy evening was spent.

DAY BY DAY.

EVERY UNPUNISHED MURDER
TAKES AWAY SOMETHING FROM THE
SECURITY OF EVERY MAN'S LIFE.
Daniel Webster.

Information has been received from the Colonial Secretary at Singapore and the British Consul at Amoy that Hongkong has been declared suspected on account of small-pox.

At the P.W.D. offices on December 10th there will be offered for sale New Kowloon Inland Lot 1190, situated at Shamshui. The lot has an area of about 4,960 square feet, and the upset price is \$7,440.

About Hong Kong

Do you know that—

Mount Austin is named after Rear-Admiral Charles J. Austin, C.B., who was Commander-in-Chief of the China Station in 1860? He did much to put down piracy in the China Seas, and went to Rangoon in 1852 where he died that year from cholera.

Mount Davis was named after Sir John Davis, who was Governor from 1844 to 1847? He later became Deputy Lieutenant of Gloucestershire and amongst his honours was Doctor of Civil Law at Oxford. He died in 1890 at the age of 95 years.

Shepherd Street is named after Mr. Bruce Shepherd, who from 1883 onwards occupied successively the posts of Deputy Registrar of the Supreme Court, Land Officer, Official Receiver and Secretary to the Squatters' Board?

We learn that the Chinese Banks are holding a meeting to-day in regard to the proposed new Stamp Duties, which, it is considered, affects them just as much as the brokers. Compromises of foreign banks will be present.

A naval wireless message received in Hongkong this morning states that there has been a regrouping of military leaders in Seochun and that General Yang Sen has been appointed one of the Nationalist nominees.

Thursday's naval movements included the arrival of H.M.S. Isobell at Weihaiwei from Chefoo; H.M.S. Kent, flying the flag of the Commander-in-Chief, sailed from Mitsui and arrived at Kuskade; H.M.S. Foxglove is sailing from Hongkong at 3.30 to-day for Weihaiwei.

A wireless message picked up in Hongkong yesterday stated that the Japanese steamer Saka Maru was in distress in the vicinity of 123.59 E. Longitude and 12.05 N. Latitude. The cause of the message is presumed to be the typhoon in that area, but no further news was available this morning.

It is notified that the Government proposes to erect a public latrine to the east of Lot No. 1549, Shek O. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, 14th December.

"West Point," a stirring action romance of a famous military training camp will be shown for the last time to-day. William Haines and Joan Crawford are the leading players. Other films also having their final screening to-day are "Man Power" with Richard Dix at the World, and "Jazz Mad" starring Jean Harlow at the Star.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Baseline (2), Bangkok 1 (1), Phnom Penh 1 (1); Cholera, Calcutta (88), Madras (31), Pondicherry (3), Bangkok 2 (2), Saigon 1, Canton 1; Small-pox, Aden 1, Basrah 14, Bombay 1 (1), Madras 20 (6), Negapatam 6 (2), Pondicherry (1), Belawan Deli 1, Phnom Penh 6 (2), Shanghai (11).

A number of residents of the Colony returned on the P. and O. s.s. Naldora, which arrived yesterday. Among the passengers disembarking at Hongkong were Mr. and Mrs. Morris, Mr. Purves, Mr. and Mrs. Taylor, Mr. E. W. Hamilton, Mr. and Mrs. Patterson, Mr. and Mrs. Brooks, Mr. and Mrs. Green, Mrs. Lloyd Jones, Lieut. V. Surtees, Lieut. W. Sheffield, Lieut. H. Metcalf, Lieut. McIntyre, Cdr. and Mrs. Baker, Mr. W. Coltrill, Cdr. and Mrs. Bruce, Mr. E. Parker, Mrs. Grimble, Rev. and Mrs. Ross, Dr. Millward, Mr. E. Hill, Mr. Gabbay, Mrs. H. Nissim and Mr. F. Shafain.

CONFLICTS IN PRONUNCIATION.

Authorities Differ on English.

The language that nobody knows is not the puzzling Basque of the Pyrenees, or a forgotten tongue such as ancient Cretan or Etruscan, it is one which we use every day of our lives. Strange as it may seem, there is no one who can claim without fear of contradiction that he knows English!

Though the term "Standard English" is often used nowadays, there is actually no such thing, since those who are regarded as authorities upon the subject differ widely amongst themselves on points of pronunciation and of grammar. If you doubt it, make out a list of ten simple words such as "incomparable," "laboratory," "ate," "often," "despicable," "finance," "digest," "suit," "desultory" and "towards." Submit this to a number of people whose English you regard as beyond criticism and ask each of them to pronounce the words.

Every word in that list has at least two pronunciations in common use amongst educated people; you will probably be astonished to find how greatly your chosen authorities differ from one another in their preferences.

Should the "h" in why and when be sounded, or is it correct to make it silent? One group of authorities maintains that to say "wy" and "wen" is as bad as saying "ow" and "igh"; their opponents are equally emphatic that to pronounce the "h" in such words is to be either pedantic or provincial.

Should there be any difference between the final sounds of words such as porter, doctor and honour? In vivante "vishyate" or "vittiate"? vacillate, "vassilate" or "vackillate"? One may promote fierce conflicts by putting such innocent questions to a company of learned men.

No language probably is so badly written by its great men as English. It is rare, for instance, to find a French or German author making grammatical slips or using words wrongly, but there are few English writers who do not make "howlers" at times.

Carlyle mixed up "euphuism" and "euphemism," Charlotte Bronte perpetrated "contumacity," Kluge wrote "underland" for "underlay" and even Dr. Johnson was guilty of "the most pompous monument of Egyptian greatness... are the pyramids."

Unfortunately there is no unchallenged authority upon English, nor is there any standard work to which we may turn with complete confidence for help when we are in difficulties with this language of ours.

Many would refer without question to the Oxford English Dictionary for guidance, and there can be no doubt that this is the finest work that we possess upon the language. But it must not be forgotten that the Dictionary took a very long time to compile or that its first part was published forty years ago.

A language grows rapidly; changes are continually occurring in it. If you look under the A's in the dictionary you will not find appendicitis; only the last published volumes contain any of the word that made their way into the language during the war.

When the British Broadcasting Corporation decided that it was desirable to have a standard pronunciation for wireless announcers, the only possible course was to set up a committee consisting of recognised exponents of good English,

to submit debatable words for its consideration, and to adopt the findings of the majority of its members.

But the committee had no official standing; it could not say to the man-in-the-street that such and such a pronunciation was definitely right and such and such a pronunciation definitely wrong. All that it could do was to state that in the opinion of the majority of its members (not necessarily of all of them) certain pronunciations were preferable to others.

There can be no doubt that we do not know our own language. We use, for example, the expression "implicit faith" as if implicit meant complete; really it means implied, but not expressed. "Practically" becomes a synonym for almost, though it means nothing of the kind. "Literally" incorporated in a sentence should guarantee that the statement made is exactly in accordance with the facts; yet how often do we read that a team literally fell to pieces or hear from his own still living lips that a friend is literally dead with fatigue.

In an announcement by an educational establishment there appeared recently the statement that its staff was comprised of highly qualified tutors!

If we who have spoken English all our lives find it so difficult to discover what is right and what is wrong in pronunciation, in grammar, and even in spelling, it is much harder for the foreigner who is endeavouring to learn our language.

When he is puzzled over some point in English he may consult friend after friend and receive different answers in each instance. Now it is of the utmost importance that this wonderful language of ours should have definite rules, and that there should be a body possessing authority to say without equivocation just what is good English and what is not.

The value of the existence of such a body is well-nigh incalculable. For the foreigner it would mean an end to the many seemingly insurmountable difficulties of acquiring a knowledge of the language which year by year is becoming necessary to him in the world of commerce. Such a body exists in France in the Academy, which lays down hard and fast rules for the French language, rules that are accepted as final and beyond question.

There is no shadow of doubt about the pronunciation of any French word. In grammar the Academy states definitely which constructions are correct, though they may tolerate slight deviations from them. No new word can become a recognised part of the French language until the Academy has sanctioned its admission to the dictionary. Until it is so admitted it is slang, and therefore not good French.

English is already the language spoken by approximately one person in ten of all the inhabitants of the world. Everything points to its becoming in course of time, if not the world language, at any rate the lingua franca of the world.

That wonderful prospect could be realized far sooner if English were governed by hard and fast rules instead of by mere preferences. In a word the creation of an Academy with full authority might rapidly change English from a language that nobody knows into a language everybody knows.

RALPH W. HALLOWE.

LOCAL WEDDING.

INTERESTING CEREMONY
THIS AFTERNOON.

An interesting wedding is taking place at the Union Church this afternoon, when Miss Elizabeth Robertson Dow, younger daughter of Mr. James Dow and the late Mrs. Dow, of Glasgow, will be married to Mr. Edward Moore, of Taikeo (son of Mr. William Moore and the late Mrs. Moore, of Greenock). The Rev. F. C. Young will officiate and Mr. G. E. Longyear will be at the organ.

The bride, who is to be given away by Mr. T. Swan, will wear a gown of white georgette and silver lace, with veil of net and silver lace, and will carry a bouquet of white heather and white roses.

Miss Wallace will be the bridesmaid, and she will wear a dress of three-shade apricot georgette, with hat to match, and carry a spray of chrysanthemums.

Misses Grace Swan and Jean Stewart will be the flower girls, and they will wear dresses of apricot georgette, with Dutch bonnets, and carry baskets of pink roses.

The master of honour will be attired in a dress of lace over beige georgette, with hat to match. Mr. Stewart Hope will be the "best man."

After the ceremony, a reception will be held at the Hongkong Hotel, and the honeymoon will be spent at Repulse Bay, the bride's going-away dress being of lawn georgette, trimmed with gold.

SAFE DELIVERY.

THE "ACME" NAILESS
STRAPPING.

Local shippers and exporters will doubtless be greatly interested in an advertisement appearing elsewhere in this issue, drawing attention to the saving features made possible by the adoption of the "Acme" method of nailess strapping for cases, bales, etc.

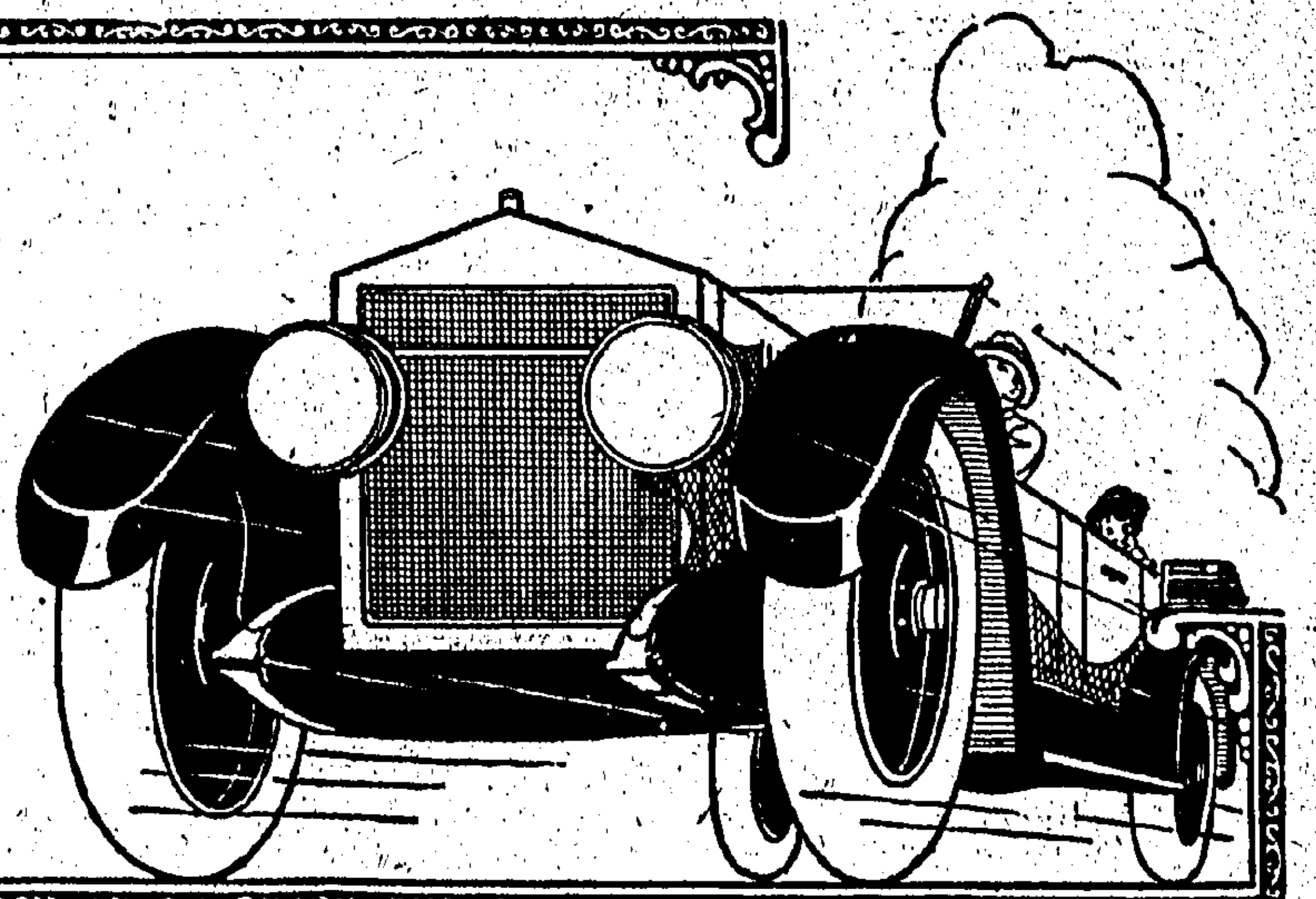
It is generally recognised amongst shipping firms that many losses sustained whilst goods are in transit, are solely due to inefficient packing which makes pilferage possible. Not only does the "Acme" system eliminate pilfering, but it reduces labour costs in connection with packing, reduces the cost of containers, and speeds up the actual handling of merchandise.

The "Acme" method is very widely employed in every country in the world, being the most efficient and economical way of reinforcing and packing all sorts of goods. The sole agents for Hongkong and South China are Messrs. J.M. de Rocha & Company, 2, Connaught Road, Central, who will be pleased to arrange demonstrations for those interested.

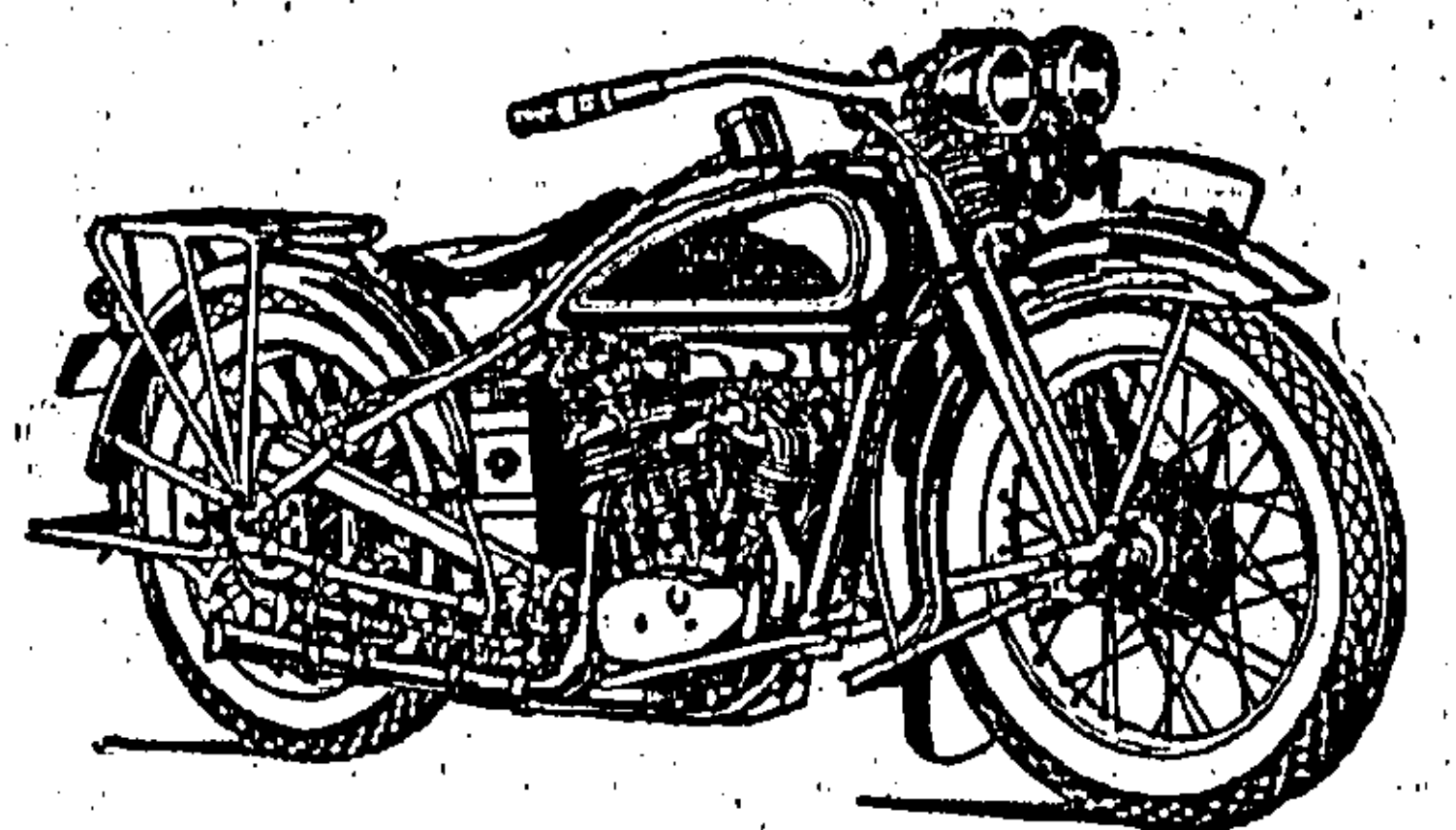
A copy of "A Christmas Carol," formerly the property of John Dickens (father of Charles Dickens), has been presented to "The Dickens House" Library by Mr. C. H. Simonds, of Shipley.

MOTORIZING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 24th NOVEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Mileage Headquarters right this way!

Goodrich Silvertowns
"Best in the long Run"

We do business on the oldest rule of success—the rule of giving our customers the most for their money.

The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

SOLE AGENTS:

For Hongkong & South China.

UNIVERSAL MOTOR & SUPPLY CO

Kayamally Building, 22, Queen's Road, Central.

Phone C. 4915.

All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

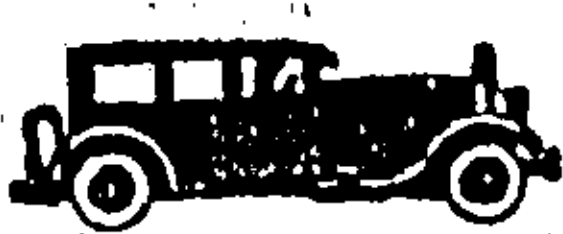
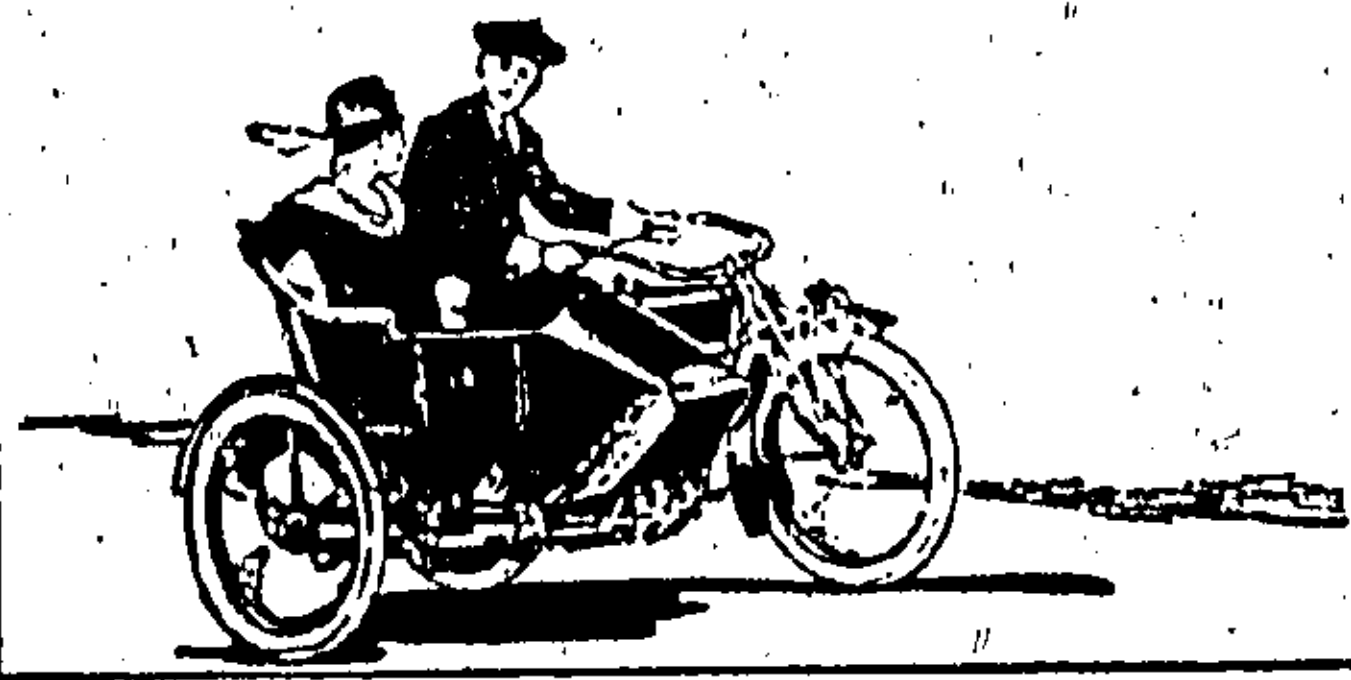
FOR
ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:
St. George's Building, Hongkong.

TELEPHONE:
C. 1114-122



CURRENT COMMENT

H.K.A.A. Dinner Dance.

Booking for the annual dinner dance organised by the Hongkong Automobile Association will open at the Hongkong Hotel entrance on December 1st. This year's event is specially notable, as it will be the first public function to be held in the Peninsula Hotel. The H.K.A.A. dinner dance has become one of the Colony's important social events, and it is expected that a record number will be present on December 14th. It is earnestly requested that reservations be made as early as possible, and by making the seating plan available early, members are enabled to reserve seats according to the number of guests invited.

Teaching From Pillon.

According to the report, a somewhat remarkable suggestion was made by a Police witness the other day concerning the method to be adopted by those learning to ride motor cycles. In the first place, it was suggested that an experienced rider should accompany a learner, and when the magistrate pointed out the difficulty of this, the statement was made that the instructor should ride on the pillion! Such a requirement would not only be liable to prove disastrous to the learner, but would also subject the man on the pillion to the greatest risk. We can imagine nothing more reckless than to allow a novice to endeavour to start away on a motor cycle with the balance completely upset by the additional weight over the back wheel. The immediate result would probably be a dangerous wobble culminating in a nasty spill.

The Only Way.

The only way to learn to ride a motor cycle is for the beginner to receive the necessary instruction concerning the controls, and then to be assisted for the first few yards by the instructor running alongside the machine. A suitably quiet neighbourhood should be chosen for the purpose, providing if possible, a circular route in order that the rider may return to the place where his instructor is awaiting him to assist, if necessary, in dismounting. We certainly agree that only certain localities should be used by learners, but the thought of a machine starting out with an inexperienced rider carrying a pillion passenger, would be really humorous were it not for the danger caused.

Those Trucks!

Although the much-needed resurfacing of the road along the Praya west of Wing Lok Street is being carried out, the presence of excessively laden coolie-drawn trucks will very soon reduce the surface to its previously bad condition. These vehicles are supposed to carry loads within set limits, but daily observation proves that the regulation is almost totally ignored. Trucks are often so heavily weighted, that the coolies have to resort to a zig-zag motion in order to move them at all, and the tyres may be seen cutting inches into the road surface. The most drastic steps would be thoroughly justified in order to remove this constant source of damage, and we suggest to the authorities concerned that some very definite action be taken.

Welshbridge Wanted.

We have previously drawn attention to the urgent need for a weighbridge at a central point in the city itself, and it must be perfectly obvious that the cost of such an appliance would be more than saved by the effect it would have in saving our roads from the present abuse. At the moment, there is a weighbridge at the Central Police Station, but it is utterly impossible to employ it for the purpose of weighing loads.

both motor lorry and truck, owing to the steep ascent which has to be made in order to reach it.

H.K.A.A. Patrol.

With the rearrangement of parking spaces, it has been decided to place one of the Hongkong Automobile Association's patrols in Chater Road between Ice House Street and Des Voeux Road. This location has been reserved for private vehicles, and members of the Association can now rest assured that their cars will be under observation during their absence.

A Nasty Bump.

Just opposite the premises recently vacated by Lazarus and Co. there is a nasty pot-hole which requires attention. It is probably the result of road-opening, but cars are subject to an unpleasant little jolt when passing.

Obstructions.

Why is it an offence to leave a car unattended? The question has been raised because it is possible for a motorist to be prosecuted for obstruction and also for leaving a vehicle unattended. It naturally follows that leaving a car in some streets does cause a serious obstruction, but we fail to see any objection to a car being left on a road where no obstruction is caused, and where traffic is not heavy, such as on main roads.

Indivisible.

It may be most unwise to leave a car by the wayside for any length of time, owing to the possibility of petty thieving, but even so, that is entirely at the owner's risk. As a matter of fact, many of the newer types of closed cars can be locked up, an innovation which probably came about because of the universal thieving habit. In any case, many people find it convenient to leave their car out on the road where no obstruction is caused, and, as stated above, we cannot see any real objection to the practice.

New Members.

Since we published the last list, the following motorists have joined the Hongkong Automobile Association.

A. E. S. Alves.
F. J. Easterbrook.
W. Harper.
A. C. Botelho.
J. Riecken.
R. Y. Harris.
P. Wright.
H. G. Sheldon.
P. S. Stewart.

AILSA CRAIG MOTORS.

Five for Canadian National Rlys.

The S.S. "Lady Hawkins," the second of five steam turbine ships which Messrs. Cammell Laird are building for Canadian National Steamships, Ltd., which is the marine branch of the Canadian National Railway, was launched recently. Each of these vessels is being equipped with a motor boat, the power plant for which is being supplied by the Ailsa Craig Motor Co., Ltd., of Chiswick, London. This plant consists of an Ailsa Craig 20.24 h.p. 4-cylinder over head valve marine motor engine of the most advanced design with everything in one self-contained and enclosed unit. These engines are designed on the same lines, though, of course, not so large as the engines used in the Royal National Lifeboat Institution's motor lifeboats, and are themselves used extensively in the mercantile marine for similar service on ships.

AMERICA'S NEW MOTORING ROUTE.



One of the three bridges opening up the historic region around Newport News, Va., to traffic is this one across beautiful Chuckatuck Creek. Inset map shows the connections made.

Norfolk, Va., Oct. 12th.—The formal opening on November 17 of three great bridges in Virginia, one of the largest lift spans in the world, connecting the historic Virginia peninsula with Norfolk and Portsmouth, opened up a new area for motor travel along the Atlantic Coastal Highway.

The three bridges join up all the highways on both sides of the James river and close a gap in what is popularly termed "The Cradle of America."

The longest and most important of the three bridges is the four and

a half mile span across the James river at Newport News. It will be one of the largest lift spans in the world.

The second bridge in the chain from Newport News to Portsmouth is the one across the Chuckatuck Creek, a half mile long. Following this is the three-quarter mile Nansemond river bridge.

All three bridges are of the concrete and steel trestle type and cost a total of \$7,000,000.

An historic pageant, both on land and water, is being planned for

the opening. Governor Harry F. Byrd of Virginia will be one of the principals and will have as guests the governors of Maryland, Massachusetts and North Carolina. Events of the pioneer days of America, in which this part of Virginia participated, will be reenacted. Jamestown, where the first colony was organized in 1607, Williamsburg, the site of the first revolutionary convention in 1769, and Yorktown, the scene of Cornwallis' surrender, are in the heart of this district.

exposure to that quantity of carbon monoxide," adds the committee.

Measured Gas in Cities.

The U. S. Public Health Service recently made an exhaustive study of exhaust gases in 14 large cities of the country and found that the average carbon monoxide content of the air at the breathing level of pedestrians was eight-tenths of a part to 10,000 of pure air. Individual samples ranged from three-tenths of a part to 2.0 parts in 10,000. The highest proportion was found in unventilated taxi cabs and long tunnels.

Besides the street, there is the unloading platform which increases the amount of exhaust gas in the air, says the committee. "In addition, polluted air has been found in buildings adjoining congested streets, even to a height of four or five floors."

"It would be well for municipalities to enact legislation prohibiting the running of engines in all automobiles, houses and trucks during parking or during prolonged traffic tie-ups," the committee suggests. "Since it has been clearly established that satisfactory automatic devices are now available which do away with the dangers of cranking, such legislation would prove timely."

EXHAUST GASES.

Problem Being Studied.

RULE FOR DRIVERS.

New York, Sept. 29th.—A group of organizations interested in motoring and highway safety have organized a joint committee to study the pollution of the atmosphere by automobile exhaust gases, to inform the public of its dangers, encourage research and investigation of the problem and discover means toward its reduction.

The joint committee is headed by Professor Alexander Silverman of the University of Pittsburgh, representing the American Chemical Society, as chairman, and consists of delegates from the American Automobile Association, the American Medical Association, the Motor Truck Association of America, American Public Health Association, American Petroleum Institute, National Association of Taxicab Owners, National Safety Council, Society of Automotive Engineers, United States Bureau of Mines and the U. S. Public Health Service.

According to present information, the committee reports, the

amount of carbon monoxide, or exhaust, gas to which the public is exposed is not alarming, except at some taxi stands, enclosed driveways, and commercial garages.

How to Avoid Trouble.

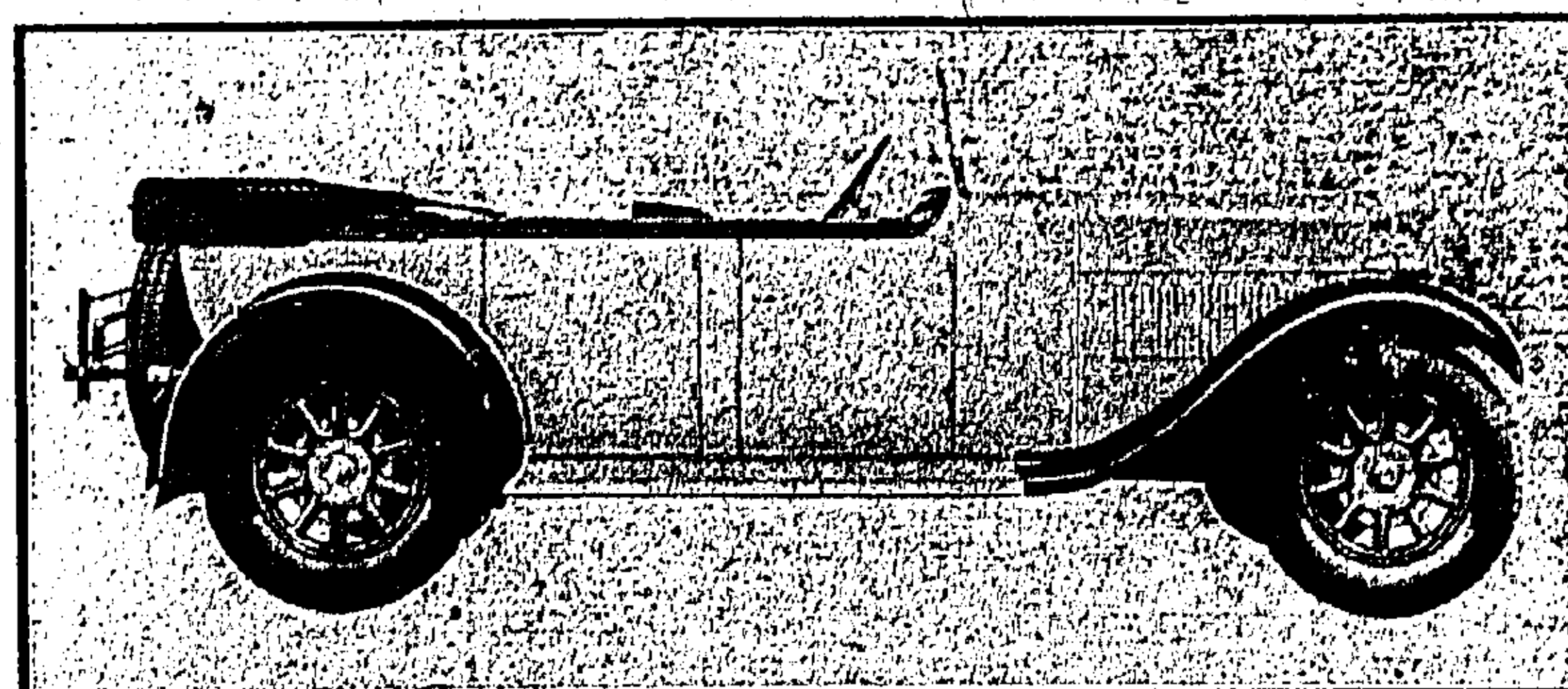
"A general rule for all drivers and mechanics to follow," the committee advises, "is to avoid, as far as possible, the unnecessary elimination of exhaust gas and to avoid exposure to exhaust gas whether in the thoroughfare or garage, commercial or private. If such a simple rule were followed the fatal cases of carbon monoxide poisoning would be very few, and so many of the less serious but discomforting situations would be removed."

The U. S. Bureau of Mines has found that seven per cent. of the automobile gases is carbon monoxide, but even this small amount, although deadly in itself, is diffused quickly into the air so as not to prove dangerous.

In Paris, where traffic is quite severe, it was found that there never was more than .66 of a part of carbon monoxide to 10,000 parts of air.

"It is improbable that any person would notice any physiological effect even after six or eight hours

AN ATTRACTIVE MODEL SHOWN AT THE OLYMPIA SHOW.



The above picture is of the Hillman "Fourteen" Tourer. Lane, Crawford, Ltd. are the local agents.



Between Your Brakes And the Road

SUDDENLY, desperately, What happens? Do your brakes function perfectly—only to be nullified by the failure of the tyres to grip the road? Very often, perhaps too often, that is the case.

This will not occur if you fit Goodyear Balloons with the new type All Weather Tread. For between your brakes and the road will come the gripping power of big, rugged, sharply edged diamond blocks.

By reason of its safety alone the new Goodyear Balloon is truly "Goodyear's Greatest Tyre."

GOODYEAR

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ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

SUS AUTOMOBILIS

BY R. CUMMINGS



NOTES ON A NEWLY CLASSIFIED SPECIES.

(By Special Arrangement with the Morris Owner.)

A great service has been rendered to natural history by an enlightened professor, Mr. Josiah Bendable, M.I.C.E., P.O.M., P.T.O., etc., in his classification among the fauna of the world of a new specimen of the genus "sus." For some time rumour has been reaching us of a hitherto unclassified species of animal seen by many credible (and voluble) witnesses on our roads. Owing to its pronounced porcine habits, it has been termed "road hog" and probably will be known to our readers under this name. These rumours became more and more persistent until, in our avowed adherence to the cause of motoring, we arranged for the matter to be looked into exhaustively by this eminent professor, Mr. Josiah Bendable, M.I.C.E., P.O.M., P.T.O., etc.

Observation from concrete dug-outs on the sides of our more populous roads revealed many interesting facts hitherto unchronicled by science, and enabled a complete account of this species to be compiled. Professor Bendable has given the name of "sus automobilis" to this remarkable animal. Roadfaring folk have of course given it many other names.

The result of this shining scientific recent studies on the subject can be found in a monograph read by him before a select committee of the National Society for the Control of Public Nuisances (Roads Branch) sitting in convocation at Wigan, and we are sure that a great number of our readers will judge it to be of sufficient interest to reprint below.

Genus: Sus. Species: Automobilis (road hog).

Origin. This variety of the genus sus is of an obscure origin. It would appear, from its habit of nosing its way into places where it is not required, to be closely related to the middle white strain,

while a transatlantic variety of singular ferocity strongly suggests a near parentage with the aboriginal four-tusked rooster.

Distinctive Features. The sus automobilis can generally be recognised by the battered condition of its wings and tail, suffered in innumerable encounters with other denizens of the road, which it attacks with unparalleled ferocity and without warning. It utters a piercing note at intervals and emits a noxious blue vapour at all times.

Habitat. It is distributed all over the British Isles and in many parts of Europe, there being a migratory season in the summer, when large quantities of them go overseas in search of other prey.

Its favourite haunt is the country roads and by-lanes, where full scope is given to its obstructive powers, but even on a wide main road its curious perversion of nature can make itself felt. It appears to be of a roaming, nomadic nature, and I must admit I have never succeeded in tracing one to its lair, owing to its phenomenal speed. Evidence in the form of occasional garage fires seems to suggest that others have been more successful.

It has a peculiarity never before discovered in any other species in a peculiar week-end activity. While science has records of creatures responsive to the moon, nightfall and evidences, we believe we are right in saying that there is no single instance of the mere fact of the arrival of Saturday and Sunday bringing with it any material disturbance.

Mention here should also be made of a nocturnal variety scarcely describable as a sub-species, which becomes particularly virulent at nightfall. While comparatively peaceful during the day, contenting itself with knocking over cyclists and an occasional policeman, at night it becomes positively demented, rushing hither and thither—and sometimes back again—for no apparent reason.

Habits. These are distinctive in the extreme, one in particular being to emerge from a side road at lightning speed, without warning and on the righthand side of the road, whence it takes a leisurely diagonal course to the farther side.

If any opportunity presents of squeezing itself in between two vehicles, it is snapped up avidly; the less room for it the more firm becomes its determination. When actually engaged in this pursuit, it remains silent, but often after its fell work is completed it will emit a raucous screech as it passes away into the distance. Its remarkable faculty for self-destruction would point to direct descent from the original (and only genuine) swine, and it is yet to be proved that this is not the case.

Closely allied to this perversity of temperament is an entire lack of consideration for the common decencies of life. While resting from its labours outside a private residence it will exude large quantities of a thick, black, oily fluid of so penetrating a nature that no known method has yet succeeded in removing it.

Professor Blimp, of the Cincinnati Correspondence College, has pointed out that the ability to exude this fluid suggests an ancestry from the octopus. However, against this we must record an antipathy to water second only to that of a cat or a Soviet Prime Minister, which would hardly be accounted for in a creature boasting even a remote descent from amphibians.

Its manner of crossing a narrow hump-backed bridge indicates a certain effervescence of spirit, for it will approach in the centre of the road at an ever-increasing pace until the crest of the bridge be reached, when it hurls itself lightly into the air, coming to ground again at a point several yards farther on, flinging its tail suggestively meanwhile from side to side. This is a most distinctive trait, and credible observers insist upon the fact that it utters at the same moment a deep and bestial growling note, ferocious in its intensity.

A problem that has so far baffled Mr. Josiah Bendable is the apparent entire lack of mental balance seldom encountered with creatures so large. Everybody knows that an ant has acquired a reputation for diligence and industry by walking round all day with no apparent destination holding little bits of straw in its mandibles. Sus automobilis evinces similar signs of intellectual weakness, being apparently quite unable to make up its mind whether it is going and determined that no body else shall know either. It will amble along an absolutely deserted piece of road quite gently, then, at the approach of a narrow bottle-neck or a ten mile limit or similar obstructive point, will rush forward with incredible speed for as much as three or four miles, and upon reaching the open country it may, for no reason at all, resume its dilatory pace.

Despite this frolicsome spirit, sus automobilis is addicted to taking frequent naps throughout the day, choosing for its resting-place, such spots around corners as are not apparent until the last moment to others approaching along the same highway. Like the ostrich, which buries its head in the burning sands of Sahara, it cherishes, no doubt, the same illusion that it will escape notice by this quaint practice. From observations taken personally, however, I can vouch for the fact that this method of concealment arouses strong feelings (and words) in the hearts and mouths of such as come thus upon him unawares.

TRIPLEX FOR ALL.

The Need for Splinterless Glass.

"The time will come when it will be difficult to sell cars fitted with ordinary dangerous glass. I venture to say that in this country such will be the case within 12 months from now. It is for that reason, and because, in our opinion, Tripdex is the only satisfactory safety glass on the market, that we are making arrangements to obtain a productive capacity sufficient to allow Tripdex to be fitted to every car sold in this country."

These impressive remarks were made by the chairman at the recent annual general meeting of the Tripdex Safety Glass Co. held in London, when a final dividend of 16 per cent. was declared, making 20 per cent. for the year, and a bonus distribution of 150,000 ordinary shares to shareholders in the proportion of share for share.

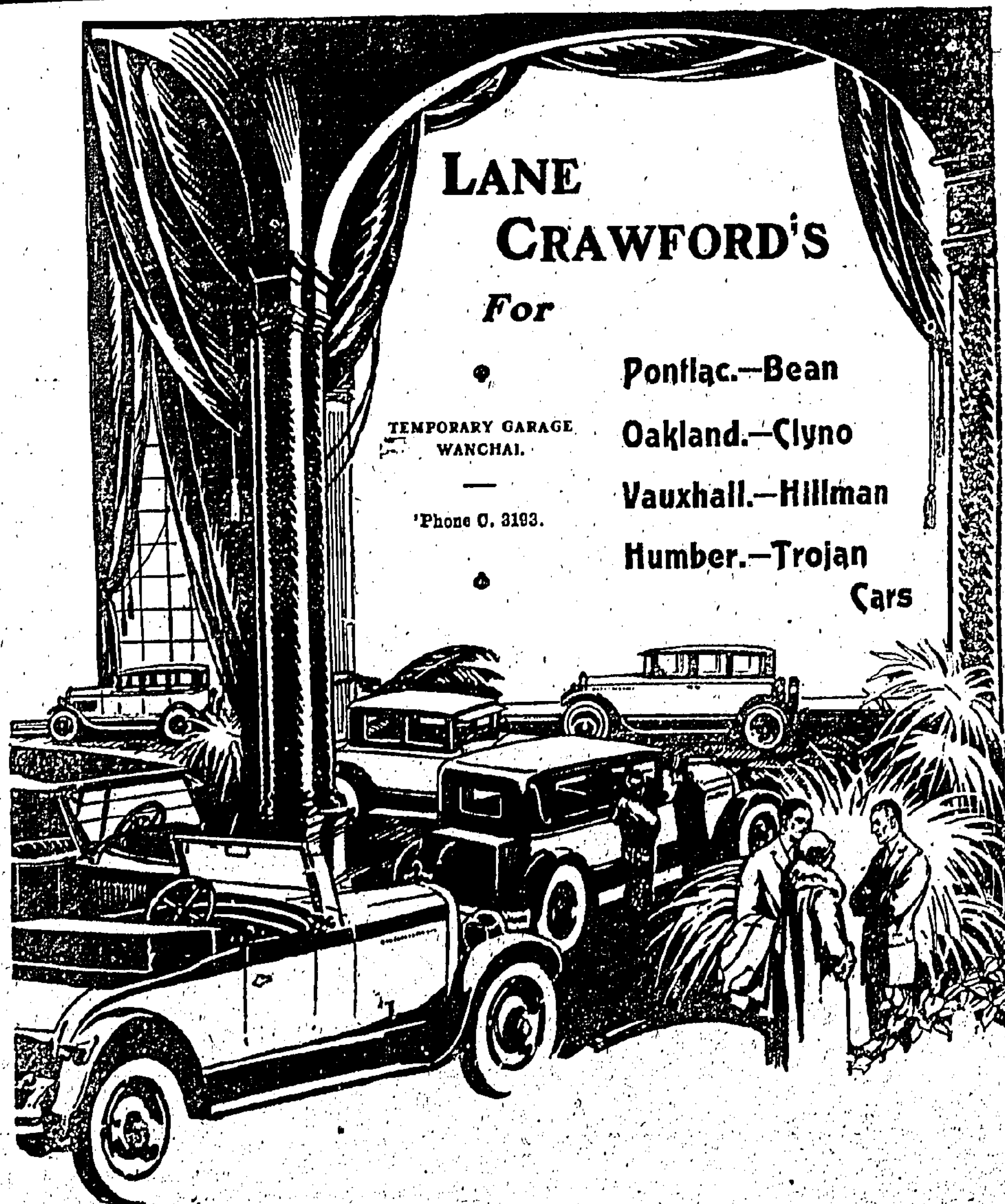
Certainly among the outstanding features of British car design and equipment for 1929, the use of some form of splinterless glass is very prominent and an examination of the exhibits at the Olympia show made it evident that Tripdex is rapidly becoming a standard fitment to the British motor car.



Even woman-haters some-times are swept off their feet by pretty motorists.

Apparently our road rollers entirely ignore its speed and pursuit, for it makes no attempt to cover its tracks. The site chosen for its temporary resting-place can always be recognised by an agglomeration of paper bags, tins of preserved food (empty) and a certain pink newspaper, which lie scattered around its vacated domain.

At the close of this lecture Mr. Josiah Bendable, M.I.C.E., P.O.M., P.T.O., etc., received a hearty vote of thanks from the motorists there assembled, and a fund was opened for the purchase of trinitrotoluol, gelignite and lyddite, for it was unanimously agreed that this pest could serve no useful purpose and merited condemnation of the most rigorous type.



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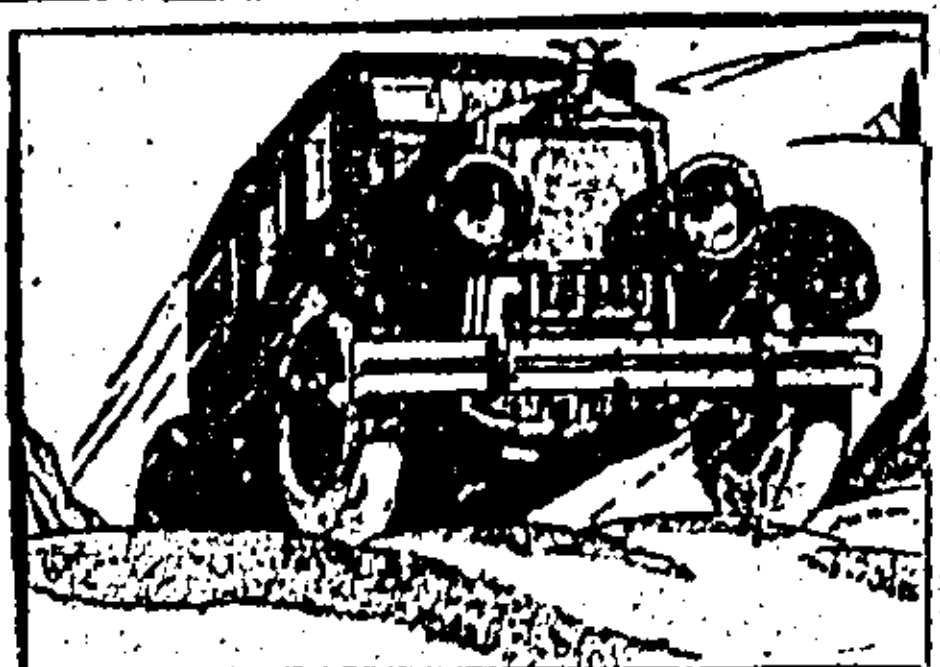
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No. 6



Why Changed motoring conditions demand the use of quality oil.

Never Before Such Power!



You asked the impossible. Now you have it. Your car of to-day rushes almost any hill on high. Yes. But one thing is obvious: More work for your engine means more work for your lubricating oil.

You crawl along in crowded traffic almost without gear-shifting. There, again, comes another new demand which your lubricating oil must meet.

So insistent has been your demand for power that automobile designers have provided it in a growing measure with every passing year.

Do you use this only in emergencies?

Probably not.

To-day most car owners drive faster. They keep it up longer. Why not? Improved

roads invite speed. Four-wheel brakes provide quicker stopping in case of danger.

But don't forget this:

Continued fast driving subjects your oil to such high temperatures that its lubricating efficiency may be seriously lowered.

The need for a lubricating oil of high quality has become imperative. Poor oils will not stand up in to-day's motorcar engine.



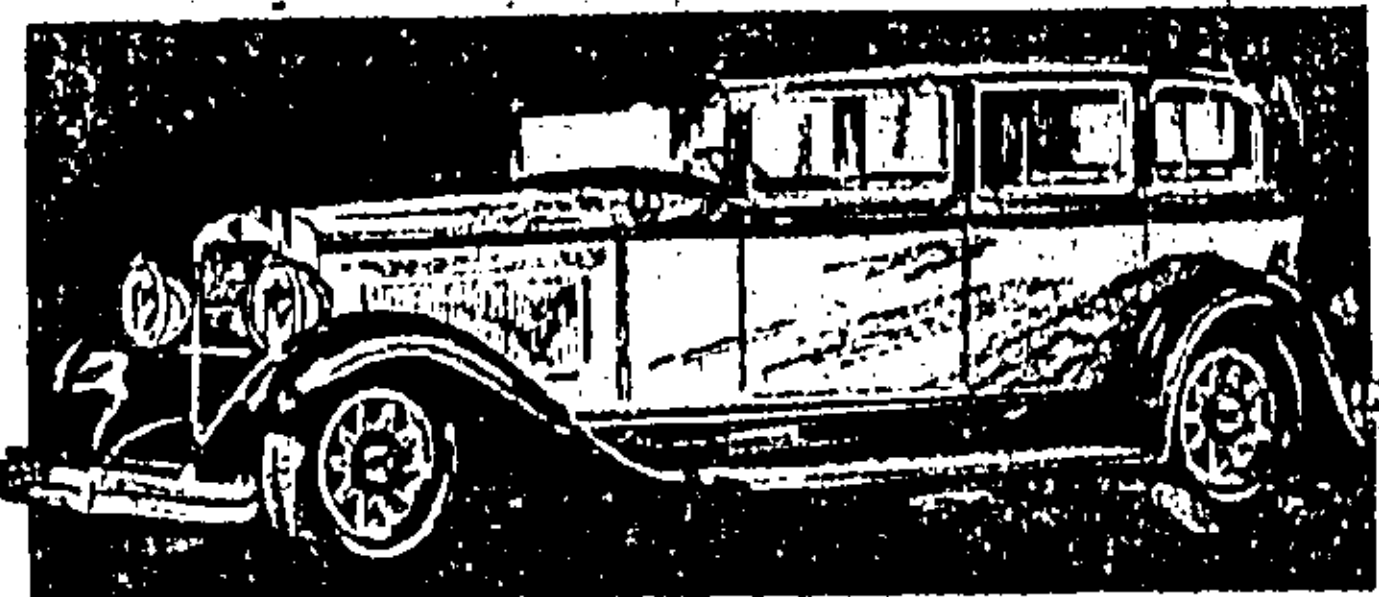
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Just arrived
Special Six "400" Sedan
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It was a Twin-Ignition Motor that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

spark plugs (airplane type) to each cylinder instead of one, 360 sparks a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

Prices from G\$1,200 to G\$2,275

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FOREIGN MARKET LARGE.

Sale of American designed automobiles outside of this country during the past year equalled the sale

made in twenty states within the country's borders, according to the National Automobile Chamber of Commerce.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

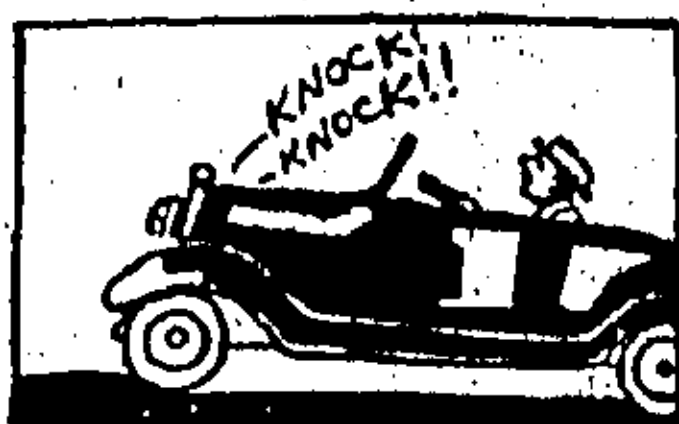
INSPECTING THE RADIATOR'S MOUNTING.

The radiator core through the cells or tubes of which the circulating water flows to cool it, is a delicate construction of sheet metal and unless it is so supported as to protect it against un-

cushioned vibration, chafing and distortion, is likely to fail and develop leaks. The radiator shell—the external part of the radiator—is rigid enough to safeguard the delicate core, if the core is accurately attached within it, by means of the bolts provided for this purpose, but if these bolts become loose, the core shakes about unsupported and sooner or later becomes damaged. Occasionally, with the hood raised, one should make sure that all the bolts that pass through the shell and the lugs attached to the core along its top and sides, are tight. These are usually flathead bolts with their heads under the hood lacing, which can be pried to one side to allow a screwdriver to be used to keep the bolt from turning. And, by the way, the canvas-belt lacing around the outside of the radiator shell must be kept intact. If rattling of the hood and its detrimental uncushioned vibration against the radiator casing is to be avoided. But the most vital requirement as to radiator support is the secure mounting of the entire unit upon the front cross member of the car frame which is generally taken care of by the provision of two large bolts, passing through the bottom of the shell and the frame member, one on each side. Very often there is a shim of some cushioning material inserted between the shell and the cross-member, which should be kept in place. It is very necessary to keep these supporting bolts perfectly tight or the radiator core will be subjected to destructive stresses and give out early. When the hood and radiator shake unduly in driving over rough roads, these bolts probably need tightening badly. The tie-rod, which fastens the top of the radiator shell to the dash, is merely a sup-

porting distance-piece and should never be shortened enough to exert any pull on the radiator.

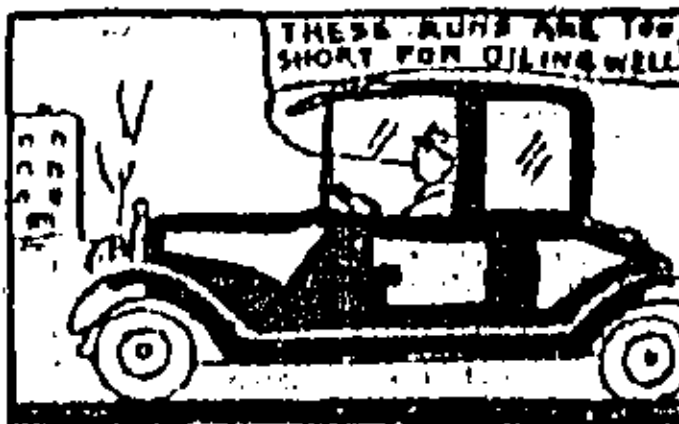
Crankshaft End-play.



Question:—When accelerating my car rapidly or on a sudden pull, the engine knocks badly until it has gained speed and I am advised that this is caused by end-play in the crankshaft. Is there any way to determine which main bearing is worn to cause this play? Would a new bearing cap on the bearing in question correct this trouble?

Answer:—The bronze flange on the centre main-bearing cap limits crankshaft end-play and, with the oil pan removed, we think you can inspect the clearance between this flange and the shaft and see if it is excessive. It should be about 0.006 inch. An end-play knock is more likely to develop when an engine is idling than when it is pulling and is rather rare except in very old engines. Are you sure that you haven't a loose piston. This is the most common cause of knocking during acceleration. A test for crankshaft end-play consists in jacking up the rear wheels, running the engine on high gear with a slight brake load and pushing against the starting ratchet with the end of a wooden tool handle. If no back and forth motion of the shaft can be felt, it is not probable there is much end-play.

Short Runs and Cold Oil.



Question:—In winter, I drive my car about a mile to work, then it stands in the cold until noon, when I drive it home and back and leave it until night, when I return home. In my belief the oil does not get warm enough on these very short runs to lubricate the parts properly. Would it do any good in regard to lubricating the pistons and piston-pins, to use oil mixed with the gasoline? What else can you suggest?

Answer:—It should assist in cylinder wall lubrication to introduce oil with the mixture, in this way, but we doubt if the main bearings and connecting rods receive very good lubrication under the conditions described above. We suggest next winter that you use in your engine one of the pre-lubricated oils, compounded from a heavy oil and naphtha thinner. Such an oil has sufficient viscosity to afford good lubrication but remains thin enough to flow, even at very low temperatures. At least one of the large oil refiners is marketing this special lubricant and we believe that your dealer can get it for you.

ON THE CLYDE.

Motor Boat Races. THORNYCROFTS SCORE.

The Scottish Motor Boat Championships held in Clyde waters provided a striking series of successes for Thornycroft productions.

The Open Championship for Scotland was won by Mr. D. Guthrie Dunn's Thornycroft cruiser "Knock" at a speed of 28 knots, which was also successful in the Championship race for cabin cruisers.

The Open Boat Handicap race provided a thrilling finish when Captain Grant's "Morag," equipped with a Thornycroft 25 h.p. engine, got home by exactly 1 second after conceding a 52 minutes' start to the runner-up.

In the outboard motor boat Championships, Mr. Bomford's "Seahopper" scored runaway wins in Classes C, for engines up to 500 c.c. and D for unlimited engines. Although competing against several other boats with identical American engines, he was 4½ minutes faster respectively. "Seahopper" is equipped with a specially designed Thornycroft propeller which gave her the extra speed to win the Duchess of York's Trophy at Hendon, since when she has never been beaten.

BUICK'S NEW POWER.

Re-designed Engine
Responsible.

OUTSTANDING VALUE.

Those who have tested the mettle of the new 1929 Buick, now being shown by the Draxton Motor Car Co., Ltd., attribute its increased speed, greater power and remarkable smoothness to the re-designed Buick engine.

This famous power plant has been a pioneer in developing the valve-in-head system to its present outstanding efficiency. By direct, overhead fuel supply the valve-in-head system eliminates unnecessary waste and increases the power from fuel combustion.

The engine is the heart of the motor car, whence comes its pulsing power. To strengthen and improve this important unit of Buick construction, engineers have completely re-designed the Buick engine for 1929.

The crankshaft has been made larger. Main bearings and head-cams are now steel-backed, and connecting rods have been greatly strengthened. The valve-system incorporates the latest scientific improvements and the crankshaft is re-designed. This results in much quieter and smoother operation than has been previously possible.

The engine, itself, is larger and more powerful, due to its increased bore and stroke. There is also a new responsiveness, a quicker, smoother getaway when the accelerator is pressed, and an ability to pickup speed on heavy grades.

The high speed attainable with the new Buick models has astounded the experienced testers who have tested the new models in thousands of miles of Buick driving at the General Motors Proving Ground. On ordinary roads and on the concrete tracks and pavements, Buick has displayed a flashing speed with easy, safe handling heretofore unknown in Buick's line.

Each unit of the new Buick chassis is designed as the result of long experience in building quality motor cars of medium price, to the end that this 25th Anniversary model might outstrip the distinguished predecessors that have built Buick's enviable reputation and unrivalled popularity in its class.

Just as previous Buick engines have been used as a standard of comparison, Buick engineers firmly believe that this new power plant will create a new and higher standard. Early reports of Buick performance in owner's hands, in addition to the glowing reports given at General Motors Proving Ground incline to justify a prediction that mechanically, as well as because of the fashionable new body types, Buick in 1929 will experience new and greater success.

THE MOTOR UNION

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There is nothing quite like the new
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NEW PRICES: FOR CASH OR GRADUAL PAYMENT.

All machines are delivered with the verification
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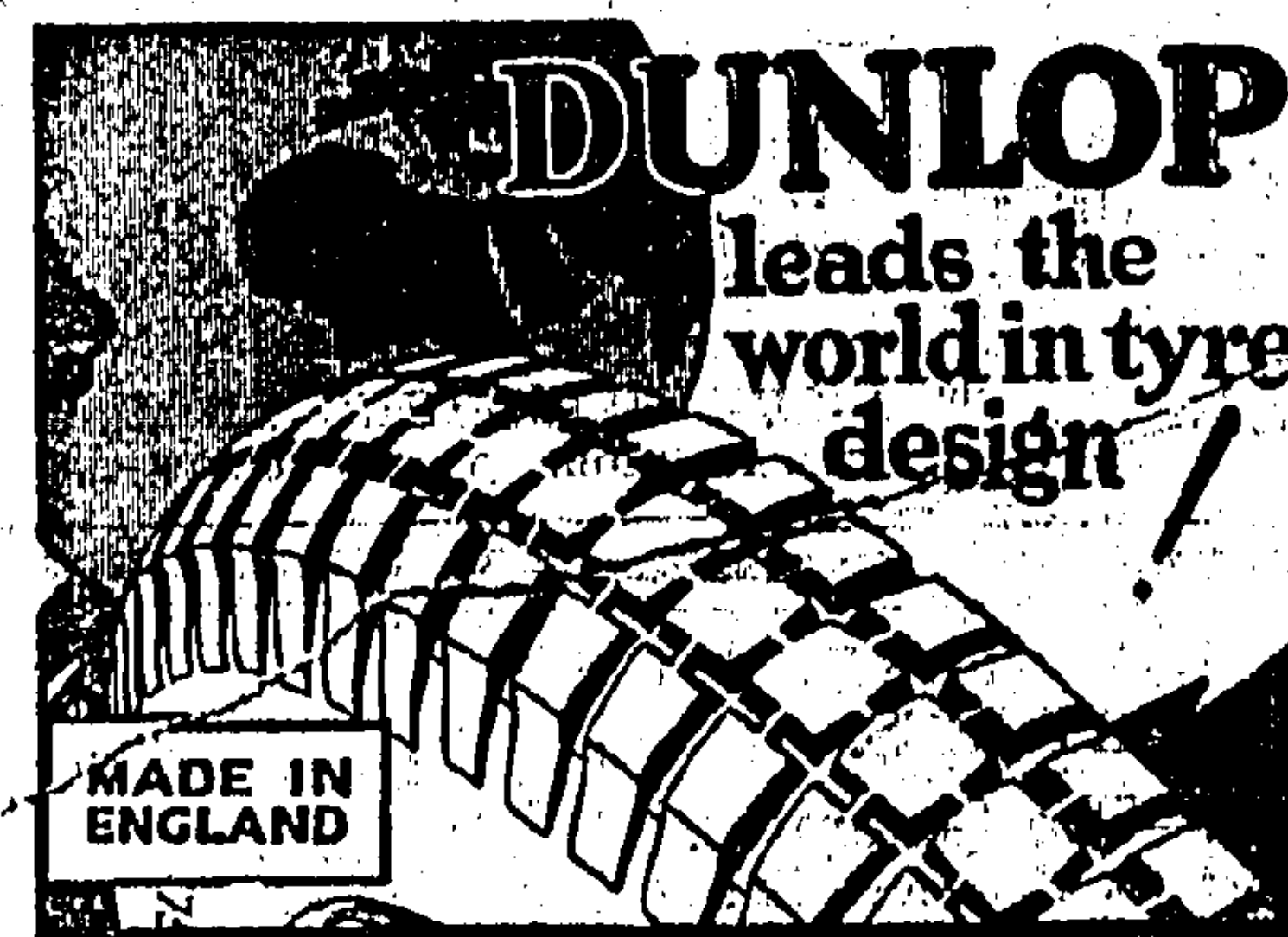
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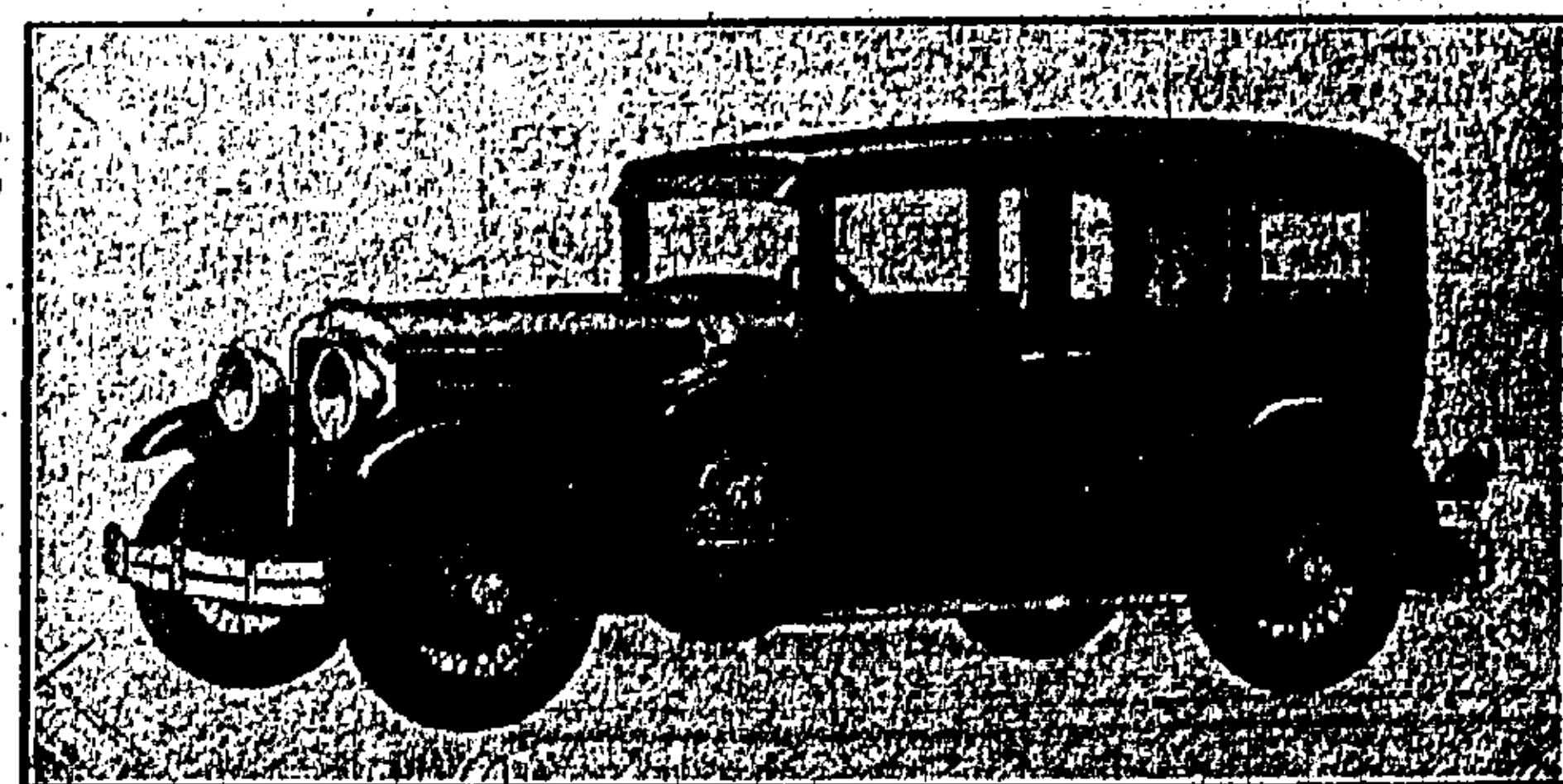
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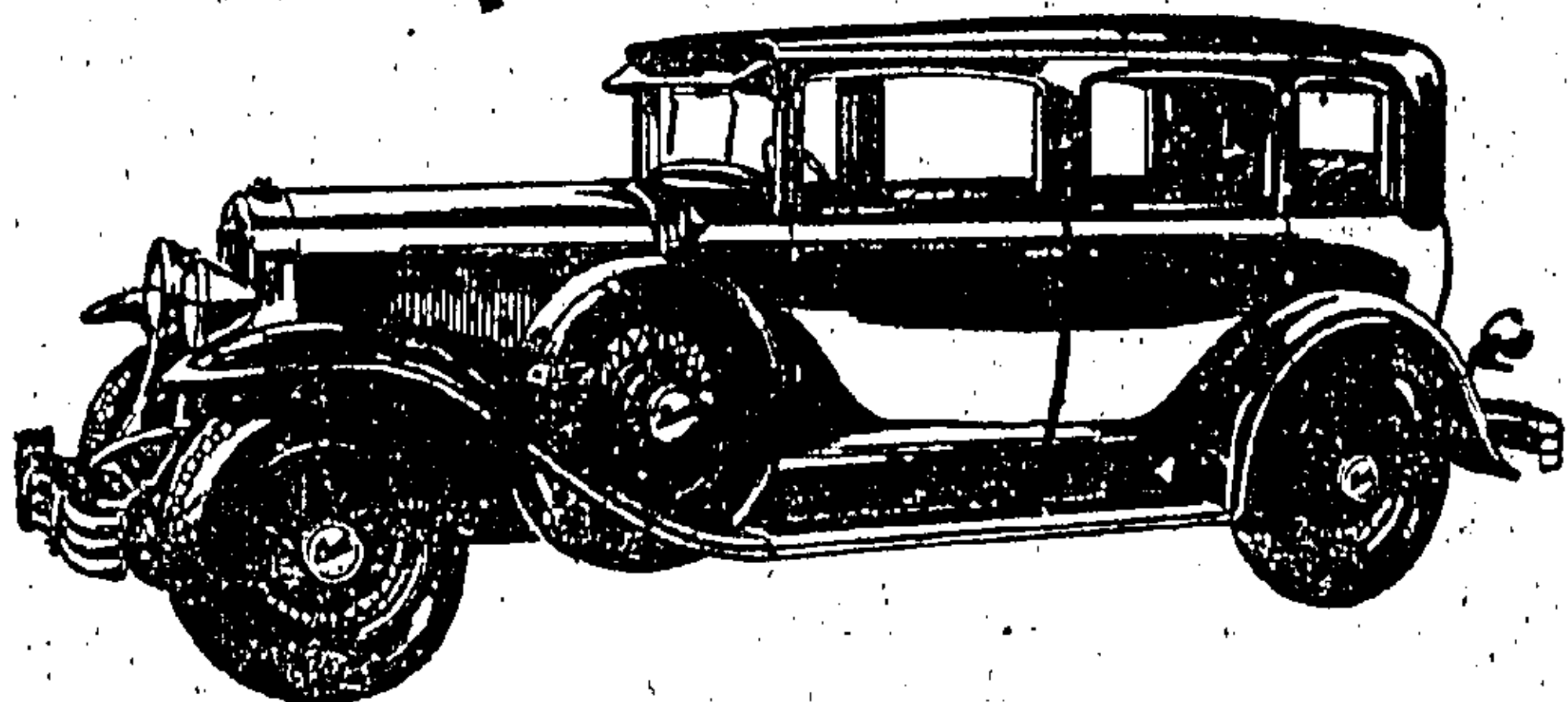
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The NEW BUICK is the NEW STYLE



A triumph in individual beauty... a refreshing and radical departure from the tiresome commonplace... a new style, a richer style, a more alluring style than the world has ever known!

Only one completely new motor car style in the past twenty-four months—only one truly original and beautiful development in body design—and, as the whole world realizes, it is the Silver Anniversary Buick with Masterpiece Bodies by Fisher!

Here is an entirely new scheme of body lines and contours—arresting new color combinations—matchless new interiors—new appointments of comfort and convenience unapproached by any other automobile of the day!

Here is true distinction wedded to practical

THE SILVER ANNIVERSARY BUICK

With Masterpiece Bodies by Fisher

ine good taste. Here is a new style—a richer style—a more alluring style—than the motor world has ever known. And here, too, is tremendous increase in power, in flexibility, in responsiveness—so outstanding as to amaze even those motorists who have long been familiar with Buick's superior performance.

That is why America is according the Silver Anniversary Buick the most enthusiastic reception every enjoyed by any fine car. That is why this beautiful new Buick has already become a country-wide voguel!

THE DRAGON MOTOR CAR CO., LTD.

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WHEN BETTER AUTOMOBILES ARE BUILT! BUICK WILL BUILD THEM.

'CORKSCREW' CLIMB.

Interesting Event in Norway.

A few miles outside Oslo, the capital of Norway, which the recent Arctic drama has rendered familiar even to those whose strong point is not geography, at Frognerseteren the annual Hill Climb organised by the Norwegian Royal Automobile Club took place on September 20th. The leading European and American makes of cars were represented, amongst the entrants being: Bugatti, Amilcar, Chrysler, Fiat, Reo, Stutz, Cadillac, Ford, etc.

The weather being fine, a large crowd assembled and the leading motorists also came out from Oslo for the occasion. The race was a brilliant affair from start to finish, the competing cars attacking the climb with great dash and verve, which was sustained all the way up.

In the 1,600 c.c. class the results were as follows:—

- 1st T. Rasmussen on 501 Fiat in 2' 41.1/5".
- 2nd B. Johannessen on Bugatti in 2' 47.4/7".

course, there is a remarkable difference between the wire wheel of the late '90's and today. In the earlier period the automobile inherited its wheels from the bicycle. Fragile and subjected to a host of troubles, these wheels got by because they did not have an enormous torque to absorb.

Even multiple disc clutches were used in motordom's dawn. Back in 1906, a newcomer on the market boasted not only of this feature but also that he offered engine, clutch and transmission built as a unit. That, too, has a familiar ring in 1928.

In thinking over the features that the early cars certainly did not have, one is almost certain to light upon the rumble seat. But, even this guess is wrong. Except for the fact that it was called a folding seat "capable of carrying two extra passengers," the rumble seat was to be found on the 1906 runabout of a famous car maker.

As To Materials.

As to materials used in car construction, the automobile advertising of 1898 and 1928 reads much alike. The specifications of most of the latest models descriptive of the front axle read:

"Drop-forged, I-beam."

They read that, word for word back in the first years of the present century.

High carbon steel also was the special boast of the early motor car maker. He used it in shafts, gears, and in other units, just as it is being used today, although it must be admitted, not with the same excellent effect.

As for the radiators of the early motor cars one of them was round and the others of proportions that would look ridiculous today, nevertheless they were of honeycomb and cellular types just as are the narrow, deep, graceful fronts of today's automobiles.

A foretaste of the speed of the flying 1928 models was obtainable as early as 1903. One prominent car manufacturer of that year, now out of business, advertised with great emphasis that his product was guaranteed "to run from five to sixty miles an hour." There was the important difference, however, between that car and today's model, that when the former carried its full complement of passengers—seven—its top speed was boldly declared: "Will do thirty miles an hour with seven passengers."

Today's car does not suffer such a loss of speed merely because it is heavily laden.

Nearly Eight Feet High.

One of the most interesting comparisons between the early car and its lineal descendant is in the matter of over-all height. Today all manufacturers are engaged in feverish attempts to get their cars as close to the ground as possible. The situation was quite different when the sun rose upon the first automobiles. The higher they were, the better they were. Height and class went hand in hand, apparently.

A foreign manufacturer who was trying to crash the American market with a \$3,500 product took especial pride in pointing out that the top of his limousine model was seven feet nine inches from the ground. "Ninety-three inches! Today, some of them are nearly three feet lower."

They Were "Patterns."

It is interesting to note, in passing, that when the 1906 cars were being exhibited for the first time they did not refer to the different types as "models." They called them "patterns" in those days.

One of the most outstanding features of the 1928 crop of automobiles is the high compression engine. As high as the compression ratio is to-day it still falls short in most cases of the ratios that prevailed when the "one-lunger" lunged over the streets and highways.



The TYRE AUTHORITY in this Locality---

We, the Firestone tyre dealers in this locality, have been especially chosen for our knowledge of tyres and our ability to render service, beyond the ordinary meaning of the word. We make it our business to provide better tyre values and see to it that they give motorists extra mileage for the money. You can safely trust in our hands all the details of service, such as fitting, inflation, inspection and necessary repairs. Pull up some day for a friendly chat on tyre economy, and Firestone quality.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO., LTD.

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NEW FORD FEATURES.

No. 4.—The Generator.

Among the distinctive features contributing to make the new Ford car an outstanding automobile is the new type generator.

Although extremely simple in design it is a radical departure from the conventional type. It is designed to eliminate generator trouble, while at the same time its efficiency is greatly increased. With average care, it will outlast the life of the car.

The armature is mounted on two oversize ball bearings, one on the pulley and another just beyond the centre. There is no bearing on the commutator end. Grease contained in a reservoir between the bearings lubricates both, and thus eliminates the possibility of oil reaching the commutator, which heretofore frequently caused gumming-up and shorting. One filling of lubricant is sufficient for the life of the generator.

The armature coils are fully ventilated, resulting in a comparatively cool generator even at full load.

There are two brushes for each polarity, each brush being capable of carrying the full load. The front cap is easily removed for inspection or adjustment.

Power is transmitted to the generator by a V-shaped belt which requires a minimum tension, thus eliminating strain on the bearings.



You may buy a car for a song, but somebody has to furnish the notes.

LOS ANGELES CARS. Lead in Registration.

According to figures of the Automobile Club of Southern California, Los Angeles leads all cities in increase of registration of motor vehicles and traffic control personnel during the past ten years. The increase in registrations has been 1,280 per cent, and the increased control 475 per cent.

IN EARLY DAYS.

Features That Remain.

Motor enthusiasts who are manifesting admiration for the splendidly advanced new model automobiles may not believe it, but it is true, nevertheless, that some of the features that seem so fine, so modern and so radical, were to be found on the cars produced from 1896 to 1906, the first decade of the automotive industry. These features as they appeared in the early horseless carriages were not, of course, of the same degree of refinement and they were hidden under body designs that might best be described by the word "bulky."

But there they were, just the same.

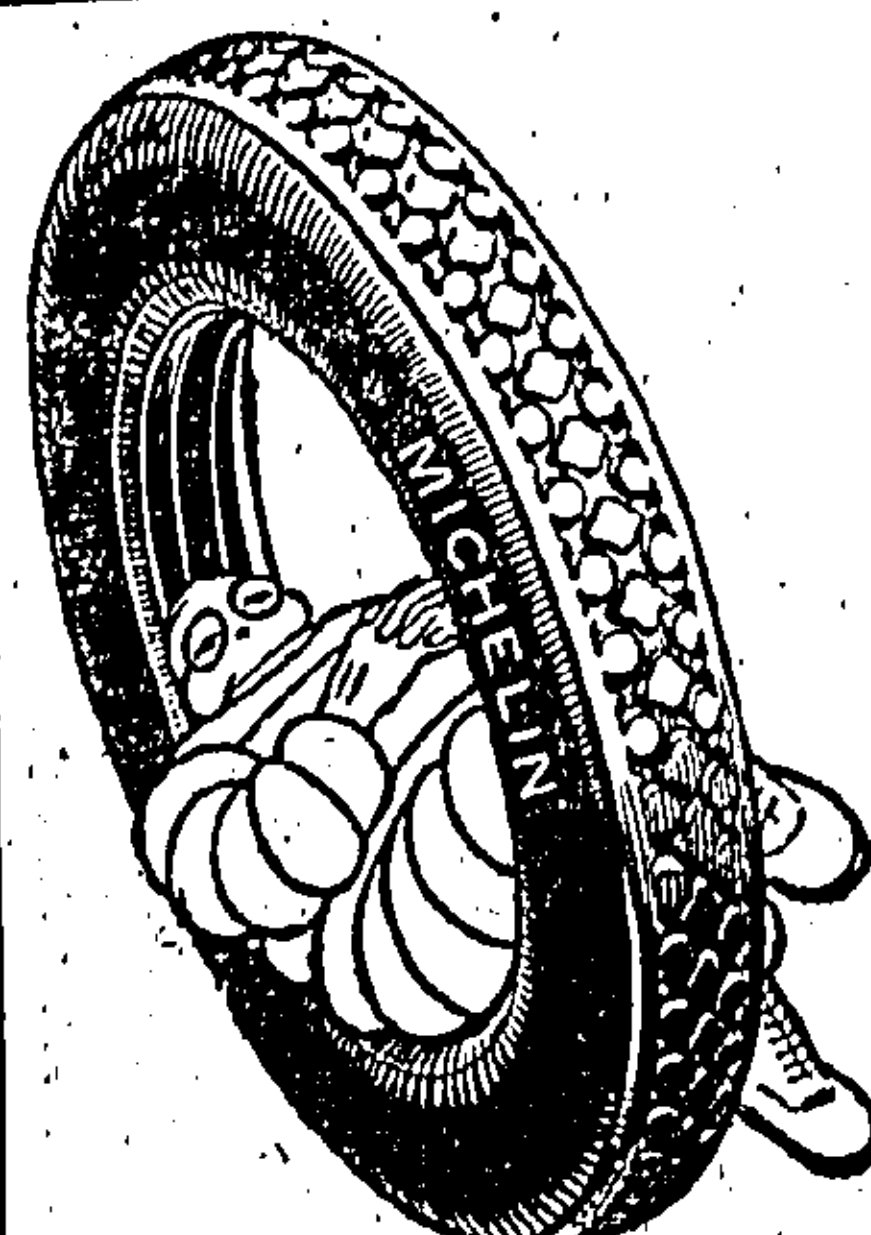
One of the basic features that all cars have in common today—save for two stock car exceptions—is a selective type transmission with three speeds forward and one reverse. In the first one-cylinder hawkeye car that was absolutely "guaranteed to run one and one half miles without a stop," the producer proudly proclaimed that his product had three speeds forward and one reverse. The one-cylinder engine was somewhat of a handicap to this type of transmission, which works so well today with the smooth, balanced modern motor. But apart from refinement, the principle is the same.

One of the things about which one hears today with a definite sense that it is distinctly new, is "the growing use of aluminum in engine units." As a matter of fact, the present application of aluminum is new, but it was used in motor car building as early as 1894. Today, it appears in pistons and connecting rods. Then it was used in cylinders and the crankcase.

Twenty Years Ago.

Automatic spark is regarded by the motor buyer of today as the product of the last three or four years. Yet, the 1903 models of one of today's finest straight eights boasted of an automatically controlled spark. Furthermore, this car is regarded by engineers as having one of the most effective central chassis lubrication systems. The 1903 model had "a central oil box with tubes leading to all vital units to assure positive lubrication at all times."

Commentators on the latest cars point to the increased use of wire wheels. The car that did not have wire wheels in the first decade of motordom was a novelty to be called to the public's attention. Of



THE BEST

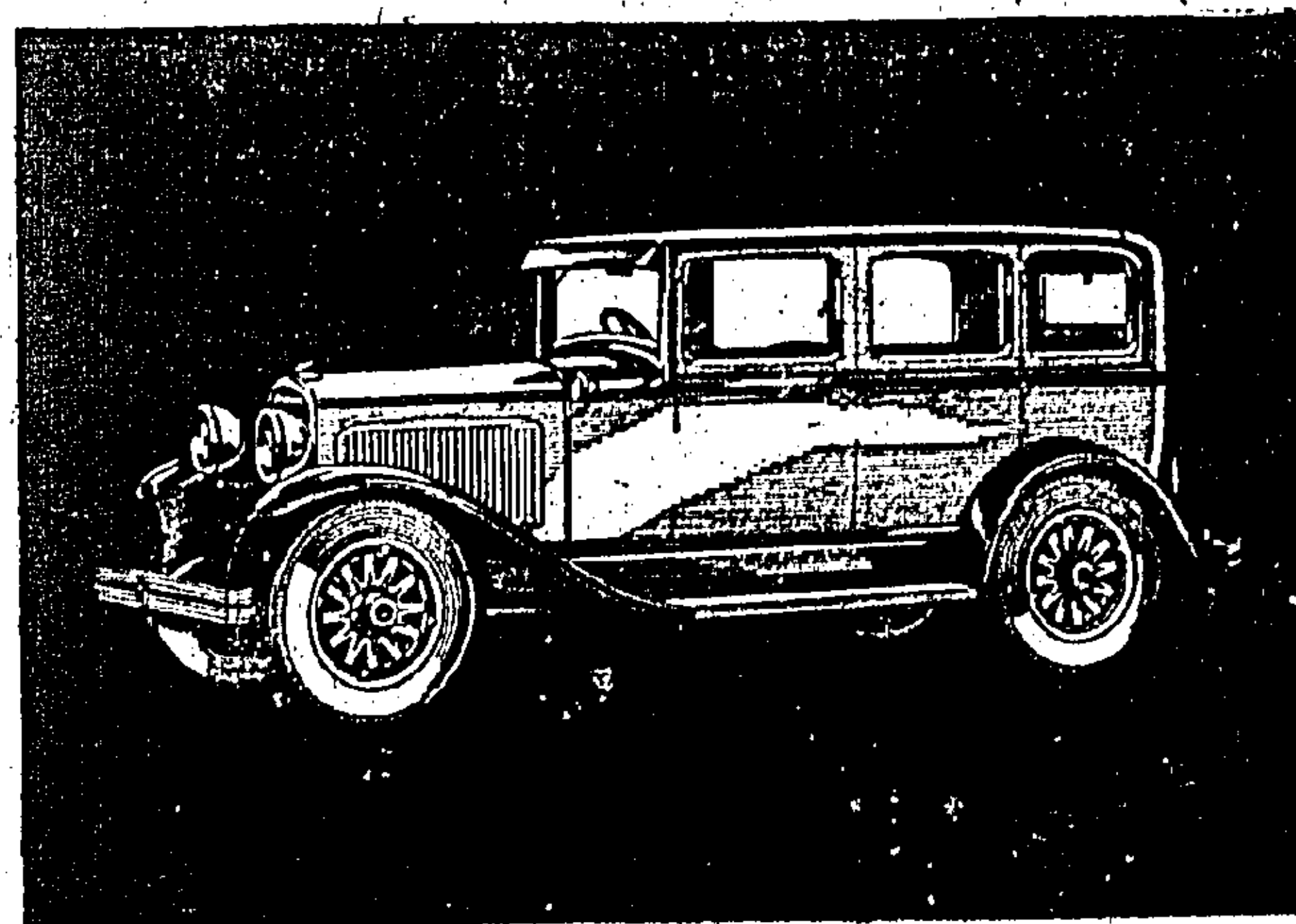
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AT LAST—The Modern Car Style for the Modern Age

THE NEW Chrysler Sixes—"65" and "75"—are so far ahead from every point of view that Chrysler once more out-styles everything else that runs.

every existing standard by which motor cars have been judged.

At a single bold stroke, it has initiated the style that re-styles all motor cars.

For sheer artistry of design, for luxury of grooming, for behaviour that out-Chryslers even Chrysler, for downright value at their lower prices—Chrysler has once more wiped out

Chrysler

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Tel. C. 1119.

IMPORTANCE OF CAR DESIGN.

Body Planned Ahead of Chassis.

The automobile body has become the chief objective of automotive engineers.

Where until only recently the body designer had to plan his product to fit the chassis, today he is beginning to dictate the type of chassis that should be built to suit the body he designs. Thus the tables have been turned, and for the good reason of popular demand.

For, take it from automobile builders who have made a close study of the subject, the first thing a person considers in the purchase of a new car—after its cost, of course—is style. The second consideration is comfort. And only after these two fundamentals in body design has satisfied the customer, does he turn to consideration of the engine or chassis in the

matter of performance, reliability, economy and durability.

But when we come to analyze the various body designs or tendencies of today, we find a wide variance among auto manufacturers. Until this difference is limited, or body specifications standardized, the automobile owner will have difficulty choosing one body after he has been used to another.

Measurements Vary Widely. For instance, we find some automobiles as narrow as 36 inches across the front seat, while others reach more than 45 inches across. Obviously the fellow who has been used to driving in the wider car will feel cramped and uncomfortable in the other type, and the one who has been used to the smaller car will feel lost in the wider one.

There are similar wide differences in head room, in interior length of body, in the distance of front seat from the steering wheel, in the space between front pillar and the seat and in other essentials of body design. All these have much to do in winning or losing a customer for a certain car.

Further to show the lack of co-operation among body designers toward standardization are the obstructive positions of sun visors, windshield cleaners, the tops of cars and the pillars in front.

Many Faults to Correct.

A list of the troubles encountered in body construction alone looks like the wrecking of a junk car. These ills were reviewed recently by O. T. Kreusser, director of the General Motors Proving Ground at Milford, Mich., in a talk before the Detroit section of the Society of Automotive Engineers. They show how far the body engineer still has to go to make his product acceptable and efficient.

First, there is lack of rigidity in many of our automobiles, steel body notwithstanding. "Roll one wheel up an incline and measure what

happens to the squareness of the frame," says Kreusser, as an example. Some frames twist as much as six inches out of true, the doors either jam or can't close, a wheel might be bearing heavily on its housing and another might spin without traction.

Then there are the squeaks and rattles to locate which might require ripping off some of the upholstery and taking most of the body apart.

Costly Cars May Be Worse.

"There seems to be no direct relationship between the price of a car and its freedom from squeaks," says Kreusser. "Usually it is in an inverse ratio, and the more expensive the car is, the more difficult it is to locate the squeaks."

And the worst part of our present body designs, he adds, is that even if a squeak is located no one has the heart to rip out all that is necessary to get at it.

Steering rigidity is another cause for worry of the driver, and the firmness—or lack of firmness—of the front end is an additional bother. Heat from the engine in summer and cold draughts in winter also add to the indictments against present body designing.

Kreusser finds fault with almost every part in the construction of the body—from the radiator cap in front to the size of the rear windows, and the "blind spot" occasioned by the bow of the body in the back.

But satisfaction may be derived from the fact that finally manufacturers are devoting their main thoughts to improvement of the body. For they realize today that it is the body that sells the car, even more than the motor.

BY THE WAY

PASSING Gustard Common Links, Hertfordshire, a Morris owner recently intercepted golf ball with his near-side front headlamp and carried it away.

"PLEASE send me the amount of your bill," wrote the garageman to the motorist who was chronically slow with the cash.

"Certainly," answered the slow guy, "it is \$136.72."

ACCORDING to the Automobile Club of Southern California, there are 765 types of motor vehicles offered on the market at present, at prices running from \$400 to \$12,000.

THE junk car has been vindicated. According to an insurance company report received by the California State Automobile Association, only two per cent. of motor vehicle accidents are traced to defective or old automobiles.

THE automobile ranks as Canada's fifth industry, according to official figures. It is confined almost entirely to the Province of Ontario.

TOURISTS may take their automobiles with them to Cuba duty free, according to that island's latest ruling. The tourist's automobile is considered personal baggage.

MR. Julian Wylie, the well-known London theatrical producer, has staged a sensational modern musical comedy, "Mister Cinders," in which Binnie Hale and Bobby Howes are the chief stars.

These stars actually use an All-British Ariel motor cycle and sidecar on the stage in a thrilling adventure in catching a moving train.

MOTORISTS visiting Berlin, Germany, may be guided through the city and vicinity by expert guides furnished by the German automobile club. Besides giving detailed information of the city, the guide sits beside the driver and directs him from place to place.

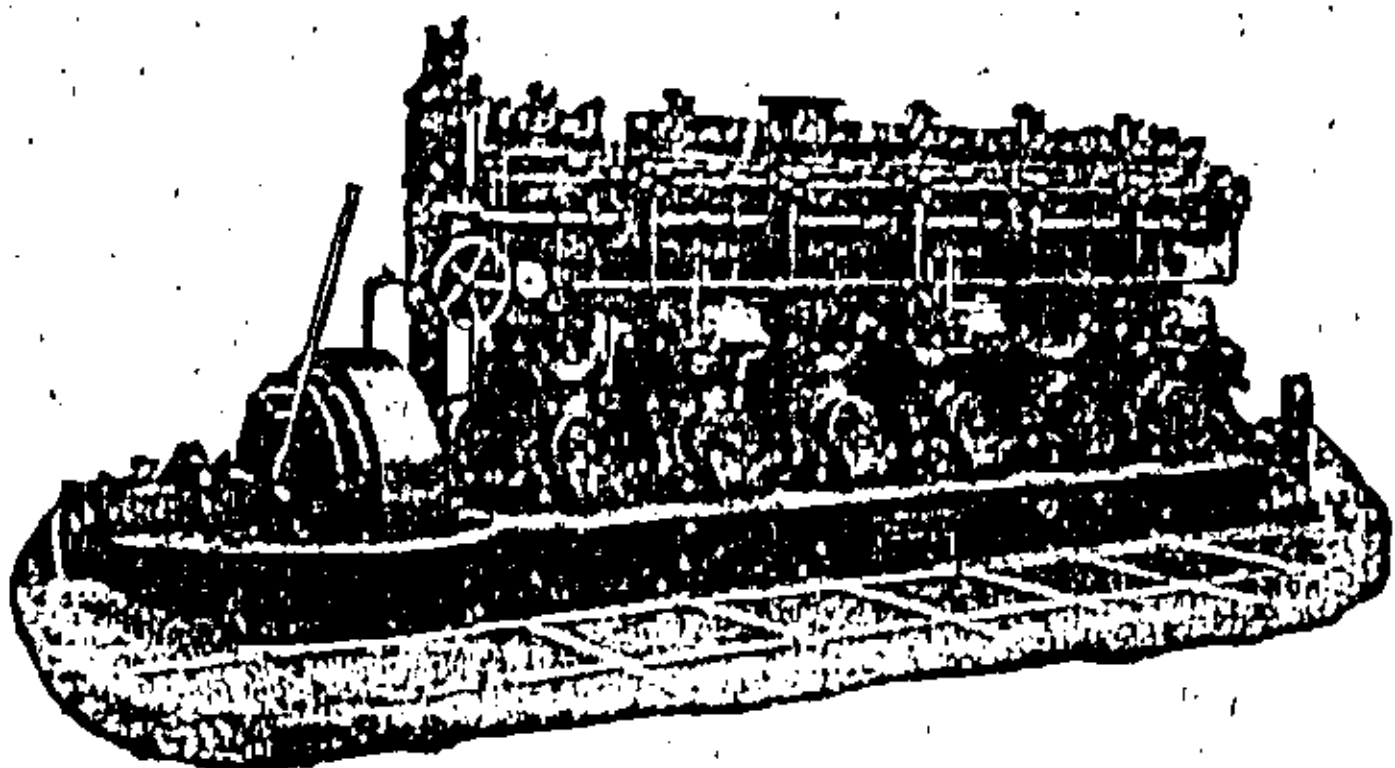
THE Chief Constables' report collected by the National Safety First Association indicates that a very large proportion of street accidents result directly through pedestrians stepping off the pavement in front of motor traffic. It has been suggested that a safety line along the centre of footpaths, similar to the white line common on roads, be adopted.

WATCH YOUR STEP!

The American Automobile Association finds that one motorist out of every five was mixed up in some traffic violation each year.

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Sedan (2-door).....M\$2,600.00
Sedan (4-door).....M\$2,800.00

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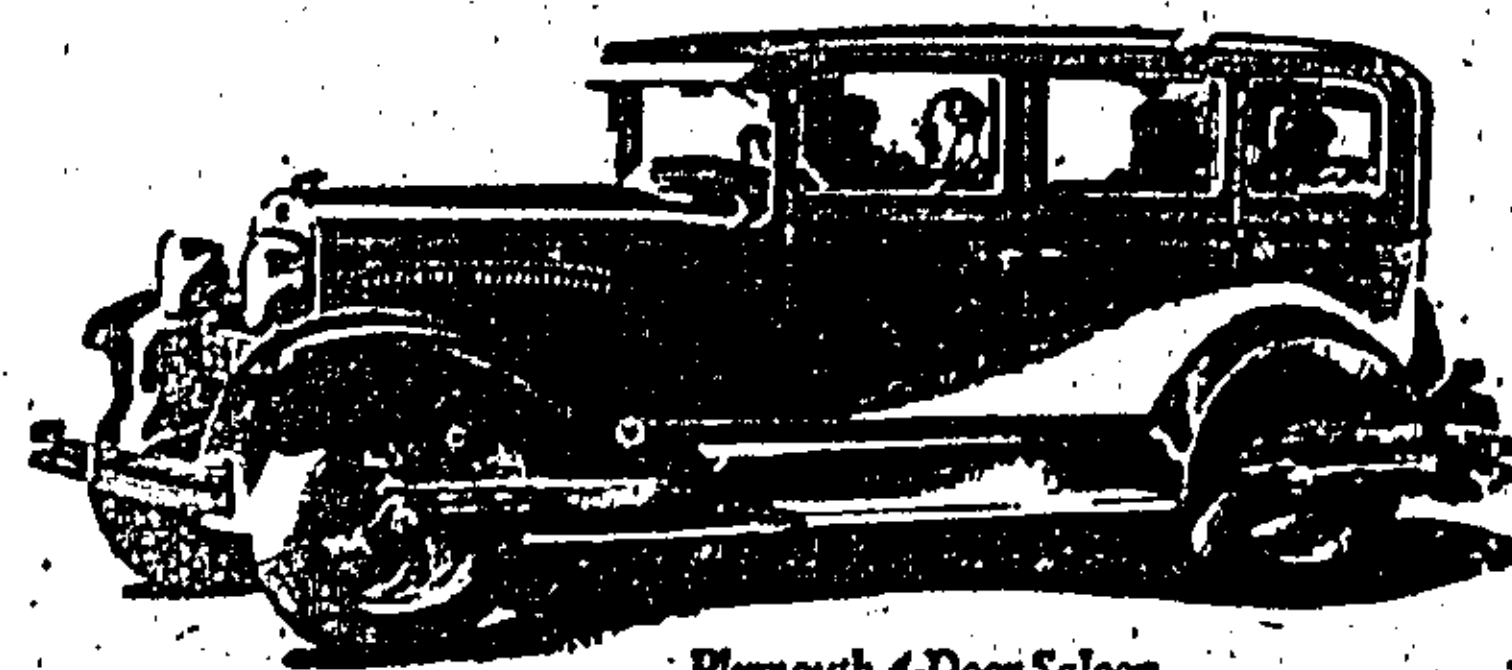
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for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

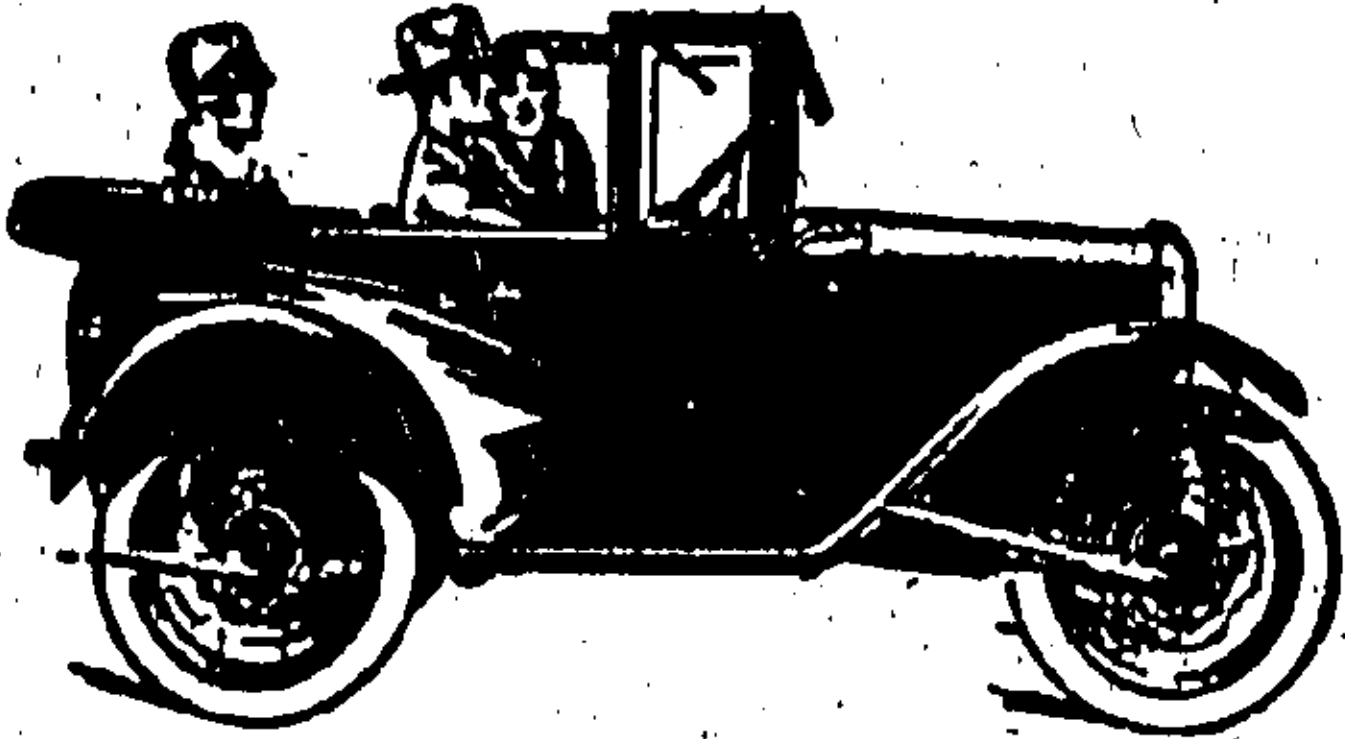
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NEW KOWLOON SHOWROOM.

THE OLYMPIA MOTOR SHOW.

World's Premier Motor Exhibition
PART II.

[Special Report to The Hongkong Telegraph by R.A.C.]

The Battle of the Cylinders.

In its very instructive summarised review of the tendencies in automobile design, *The Autocar* deals with progress made during the past twelve months and draws attention to the modern tendency towards increasing the number of cylinders and decreasing the size of the engine for a given power output. Statistics show that, whereas last year the percentage of four-cylinder engines at Olympia was 46.5 p.c. and six-cylinder 44 p.c., this year there are 49 p.c. six and 34 p.c. four-cylinder while, as already stated in the earlier portion of the report, the percentage of eight-cylinder has been nearly doubled.

We have already reviewed some of the outstanding exhibits among the luxury vehicles and the higher powered "straight-eights" and "sixes." We now come to the very interesting class of light six-cylinder cars of about 14-15 h.p.

New "Light Sixes."

A very attractive newcomer from the famous Standard works at Coventry is the 15 h.p. "Six," which has been commented on very favourably at Olympia. The engine is of slightly less than 2-litre capacity and has side valves. Aluminium pistons with split skirts are used and duralumin connecting rods. Four forward speeds are provided thus allowing the very best performance to be got out of the car both in acceleration on the lower gears and in hill climbing. A feature of the suspension is the length of the semi-elliptic rear springs. The Singer "Six" can really be

described as a new car for the engine has been entirely redesigned and, good though the earlier model was, the 1929 model is undoubtedly better. The bore of the new engine has been increased so that the capacity is now 1,921 c.c. Two of the four crankshaft bearings are split into three, giving the effect of seven bearings and, in addition, there is a vibration damper. Singers have for several years made full use of pneumatic upholstery so that, with the smooth-running engine insulated from the frame by rubber bushes and the use of Newton hydro-pneumatic shock absorbers, this "Six" should give particularly comfortable riding. "One-shot" chassis lubrication is standardised and Triplex Safety glass.

The new 14 h.p. 6-cylinder Riley is in most respects a large edition of the very successful "Nine," which we shall refer to again later. Its capacity is 1,633 c.c. and its maximum speed between 65 and 70 m.p.h. In the 4-speed gearbox, helical-toothed gears are used for the constant mesh train and also for the third-speed gears. These are always in mesh and the arrangement gives the quiet running on third which is such a feature of the "Nine." For supplying the carburettor from the 12-gallon petrol tank at the rear of the chassis an "Autopulse" electric pump is fitted under the bonnet. Particularly neat provision is made for adjusting the four wheel brakes while the car is in motion, by two thumb screws easily accessible to the driver's left hand. The track is 50 in.

Well Known Overseas.

A car in which the owner driver's needs have been studied thoroughly is the 14-45 h.p. Talbot which remains practically unaltered for 1929. Such modifications as have been made are the result of experience in owners' hands during the past two years and of a minor character. This model upon which all the energies of the firm are concentrated has met with a lot of success in the export markets.

Of the Talbots at Olympia a particularly attractive model is the 2-door occasional 6-seater Coupe, which is representative of the latest practice. It has a "Sunshine" sliding roof and a back light made to open wide. The front seat is 48 in. wide, accommodating 3 persons, with 2 tip-up seats in the rear of the body. A large trunk mounted at the back holds suit cases. Finished in black with a cream line on the waist banding and cream wheels, this is an exceptionally taking car.

The 15 h.p. 2-litre 6-cylinder Brocklebank is a car with a very direct appeal to the Overseas user. The frame is of very strong construction with side members 5 in. deep and 7/32 in. thick and a minimum width of 1 1/4 in. The minimum ground clearance is 9 1/4 in. and the track 56 in. Hydraulically-operated internal 4-wheel braking, with a fifth brake on the transmission, is employed on the Lockheed principle. In view of the present popularity of gramophones it is interesting to learn that Messrs. Clifphone and Records Ltd. have recently ordered seven Brocklebank Six Saloons for their representatives, fitted with special containers for carrying the various Clifphone products.

Tremendous interest has been aroused by the introduction of the 12 h.p. 6-cylinder Armstrong Siddeley both because it is the smallest British six cylinder and because of its low price. As a fabric saloon to seat four it sells for £275. Actually the newcomer is in most respects a small edition of the well tried 15 h.p. model and follows the firm's general practice. Although the engine dimensions are only about 56 by 84 mm. the car is said to have excellent powers of acceleration at a petrol consumption of over 30 m.p.g.

Some 12-14 H.P. "Fours."

Coming now to the range of 4-cylinder cars between 12 and 14 h.p. a number of detail improvements have been made in the very successful 14 h.p. Hillman, which in the energetic hands of Rootes Ltd., the world exporters, has become well known Overseas. The track is now 56 in., shock absorbers are fitted to all wheels, the radiator is deeper and a Hardy-Spicer propeller shaft is employed. The engine has a cubic capacity of 1,954 c.c. and a 4-speed gearbox is fitted. The braking power of the 1929 model has been increased and, though the chassis is lower the ground clearance remains the same, 8 1/2 in. The safety saloons shown are especially pleasing as they appear to include all that an owner can require: Triplex glass throughout, dipping lamps, vacuum servo brakes and so on.

At this point and before dealing with cars of the popular class reference must be made to the 1 1/2 litre 4-cylinder supercharged Lea-Francis hyper-sports model, which has made such a name for itself during the year, both as winner of the Ulster T. T. race and at Brooklands. With a capacity of only 1,496 c.c. the saloon model will do some 80, 65 and 45 m.p.h. on top, third and second. The price of the 2-seater T. T. model is £495. This very fine example of British engineering skill is remarkable for its high speed capabilities coupled with absolute ease of control and comfort for driving under every day all-round conditions.

In the Popular Class.

The popular 12 h.p. Austin remains practically unaltered for 1929. The interleafing of the springs with thin soft metal plates, already referred to in the case of the 20 h.p., is a modification, as is also the fitting of an improved petrol gauge mounted on the instrument board which keeps the driver accurately informed as to the state of the fuel level. A tourer and a 4-light fabric saloon are shown.

Improvements on the Singer Senior with its 1,670 c.c. engine include Triplex glass windscreen, head lamps carried on a cross stay, an illuminated switchboard and chromium plating for the radiator, screen and outside work.

One of the most interesting exhibits is the Sunshine Saloon, which can be opened or closed whilst the car is in motion. The hood, or head, runs in channels and all that it is necessary to do is to turn a handle to raise, or lower it. This is situated at the right of the driver's seat and can be operated without reducing the car's speed. It is an innovation thoroughly in accord with the well known enterprise of the Singer Co.

The 12/32 h.p. Wolseley, which during the past year has firmly established itself as one of the most notable "Twelves," is fitted with a wide range of coachwork. There is a touring car at £265, a smart 2-seater coupe at £295, an all-steel saloon at £295 and a coachbuilt saloon at £315. In addition, a very modern 4-door fabric saloon, listed at £300 is supplied in either 4 or 6-light form.

From Coventry & Birmingham.

The 10/25 h.p. Sportaman's coupe is a new introduction to the Rover range. It seats four and a spacious trunk is fitted at the rear of the body. The chassis remains practically unaltered. The four cylinders have dimensions of 68 and 95 mm. and the valves are overhead. Water circulation is by pump and lubrication under pressure. The Riviera model Saloon has a folding roof and adjustable driving seat.

The Riley 'Nine' has built up a wonderful reputation for itself by reason of the truly astonishing power developed by the highly efficient little engine. Although the cubic capacity is only 1,087 c.c. it will do 40 and over 60 m.p.h. on 3rd and top. Moreover it possesses a gearbox that gives equal silence on both these gears. The "Brooklands" speed model, with 2-seater sports body finished in red and with "V" Triplex windscreen, is a car with a remarkable performance. A speed of 100 m.p.h. has been proved with its capabilities and it has done very well in racing during the season.

The 9/23 h.p. Humber is entirely new in construction and design and like the others in the range has the new type turbulent head. The well known Humber system of superimposed valves has been retained but the layout is entirely different. The inlet valves have been inclined, an arrangement which gives compactness to the space occupied by the gases with a consequent higher compression ratio. The sparking plugs are on the exhaust side and are so placed that they are close up to the main body of the gases when the firing point of the stroke is reached. The mixture is quickly burnt so that no tendency to "Pinking" exists, even when the engine is pulling hard at low speeds. Ignition is by coil with automatic advance.

A new model with 7 in. longer wheelbase is added to the existing 9 h.p. Standard. This carries the "Telgumouth" fabric saloon body. The "Fulham" fabric saloon is fitted with a sliding roof operated from the driver's seat. The general chassis design remains the same. The engine is 63.5 by 101.6 mm. giving a cubic capacity of 1,169 c.c. and a 3-speed gearbox is employed. A two-seater sports model, with body by Gordon England, finished blue and silver, is also shown.

An addition to the existing Singer Junior range is a very striking little sports two-seater with boat shaped body. This is equipped with wire wheels and has a "hotbed up" engine as well as higher gear ratios. As a result it is said to have a maximum speed of 60 m.p.h. which is a fine performance for an 8 h.p. engine. The combination of Newton shock absorbers and semi-elliptic front and rear springs makes this interesting little car's smooth riding qualities very good.

Excellent Value in Small Cars.

An exceptional standard of refinement throughout is a feature of the Triumph Super Seven. This includes a three-bearing crankshaft, Lockheed pattern hydraulic 4-wheel brakes and half elliptic front springs. Considerable improvements have been made in the bodywork for 1929. For instance, the fabric saloon has two wide doors while a luggage container is built into the rear panel of the body. The front seats are of the bucket variety, the driver's being adjustable. To give greater leg room for the passengers in the rear compartment, footwalls are arranged in addition to the body being lengthened. In the Triumph Tourer de Luxe pneumatic upholstery is employed.

It is impossible to omit reference to that marvel of reliability, the Austin Seven, though actually there are no changes of note for 1929. The number to be seen on the road and their exploits all over the world afford the best proof of the outstanding success of this pioneer of the tiny 4-cylinder car.

The Jowett, with its highly successful 2-cylinder horizontally-opposed water-cooled engine, very nearly provides the £100 car. Actually the price of the short 4-seater with fabric body and fitted with shock absorbers as standard is 105 guineas. The makers claim that this model provides the cheapest mode of entry to the motoring world. Jowett reliability and efficiency is right famous in many lands and its fuel consumption it has been said to have "the appetite of a canary." The long models are now fitted with 4-wheel brakes, the hand lever operating external contracting brakes on the rear wheels and the

pedal operating internal expanding brakes on all four wheels. Leyland Motors are showing a Trojan 4-seater, an "Archilles" fabric saloon and an "Apollo" saloon with Sunshine body. In chassis design there is little change. The engine is, of course, a 4-cylinder 2-stroke roller bearing type rated at 10 h.p. Coil ignition is fitted and lubrication is by oil mixed with the petrol. The 2-speed gearbox operates on the epicyclic principle but is controlled in the orthodox manner and is exceedingly simple. In fact gear changing can be mastered by the beginner in one lesson. A feature of the Trojan has always been its excellent suspension, cantilever springs being used both at the front and rear.

GAS "GIPPERS" ACTIVE.

"Short weight." In motor fuel sales account for a loss to motorists of around £20,000,000 a year. Only eight states, according to the American Automobile Association, have adequate enforcement machinery for protecting these motorists.

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Safeguard your eyes whilst
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Excellent English made
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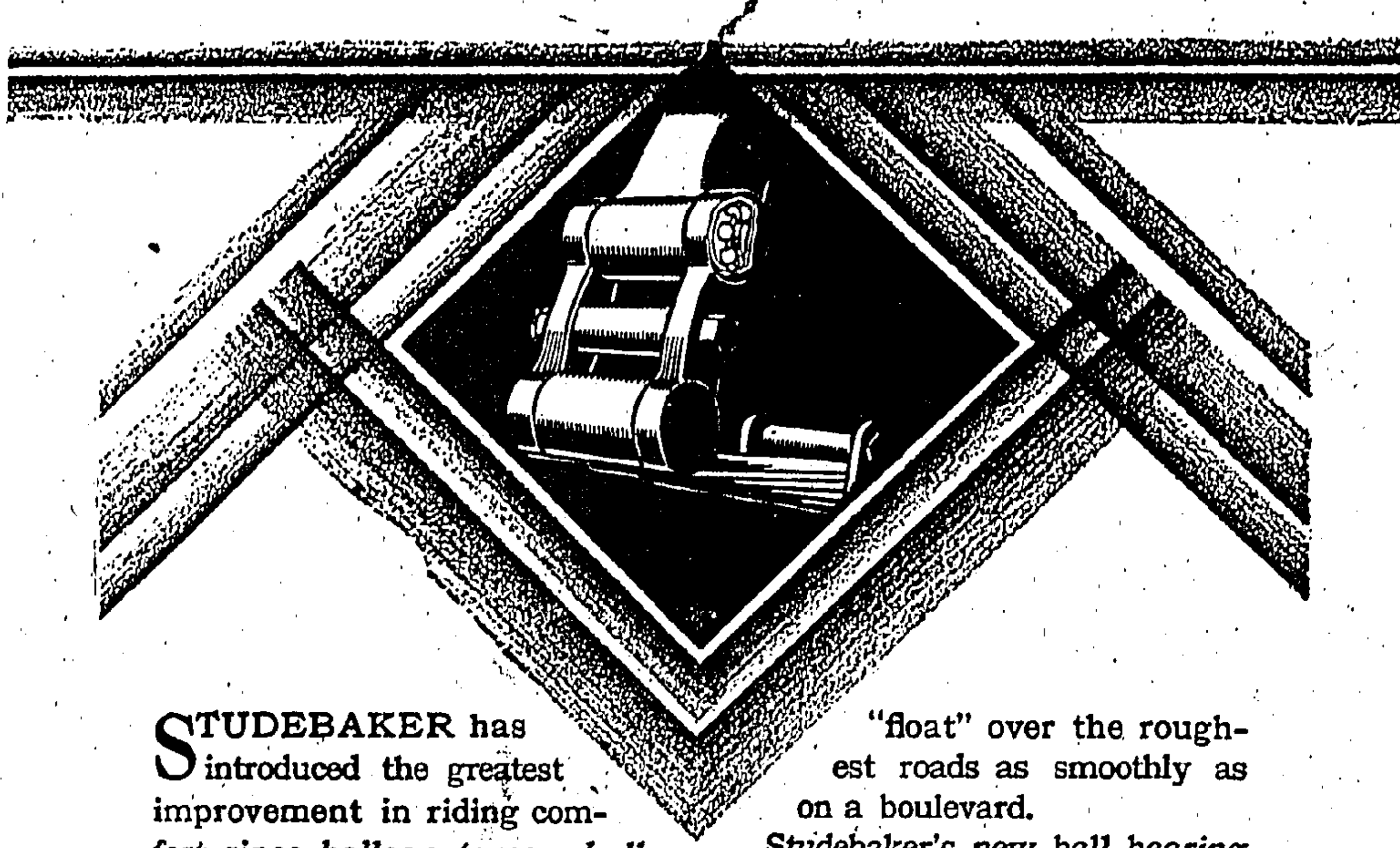
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Studebaker's new ball bearing spring shackles are quiet—friction-free—trouble-proof. Sealed within each of these twelve shackles is sufficient lubricant for at least 20,000 miles!

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STUDEBAKER

PIRACY OF STEAM LAUNCH.

PASSENGER SHOT DEAD IN COLD BLOOD.

NORTHERN AFFAIR.

Shanghai, Nov. 19.
News has been received in Shanghai of the piracy of the launch Ping-kang, a vessel belonging to the Lao Kung-miao Steam Launch Co.

This vessel left Shanghai on Tuesday, and, it is said, on board were a number of suspicious-looking characters. It was not thought that these were pirates as they were searched but no weapons were found on them.

According to the information received here, the vessel was passing Pei Sin Ching when an accident took place. Taking advantage of this, a score of the passengers produced pistols and began to fire indiscriminately. One of the passengers was called to the stern of the vessel and shot dead. Panic ensued and several passengers, including a woman and her baby, jumped overboard. Fortunately, however, they were rescued.

A careful search of the vessel was then made by the pirates and the passengers' luggage was examined minutely, everything of value being seized.

Shortly afterwards, a small launch was sighted, which a little later drew alongside. The pirates then transferred themselves and their booty to this vessel, and disappeared.

It is estimated that the gang got away with about \$1,000 worth of property, in addition to which one of the crew was slightly wounded in the hand by a bullet.

The matter has been reported to the authorities and a search is now being made to apprehend the gang.

£70,000 LOTTERIES.

PHILADELPHIA GRAFT CHARGE REVELATIONS.

Philadelphia, Nov. 1.
The graft inquiry which has been going on here for some time resulted yesterday in a warrant being issued for the arrest of Mr. William B. Smith, a Republican member of the Pennsylvania State Legislature and clerk of the city council, who is charged with operating a "clearing house" lottery.

Warrants have also been issued for the arrest of a number of policemen on the charge of extorting money from gamblers for protection.

Ten witnesses, mostly Negroes, testified that they knew of lotteries which had realised approximately £70,000, of which £25,000 was paid to prevent police raids. One Negro now in prison said he had been Mr. Smith's partner in the "lottery racket" which he swore was conducted from Mr. Smith's real estate office.

There have been several gang murders here recently, which some persons attribute to the desperate efforts of the criminals to prevent witnesses from appearing against them in the inquiry.

Judge Lewis, who issued the warrants, also demanded the resignation of Mr. Harry C. Davis, the Director of Public Safety, expressing the opinion, however, that Mr. Davis was honest.

He added that "when the job needs a fighter we must have a fighter. Philadelphia needs one pretty badly just now."

MR. SHAW OUTWITTED.

WOMAN WINS A GEM.

It has taken a woman to outwit one of the most brilliant men of the age, George Bernard Shaw.

Early in July the secretary of a women's society wrote to Mr. Shaw asking for a presentation copy of his last book, "The Intelligent Woman's Guide to Socialism and Capitalism."

Six weeks elapsed, and then her letter was returned from Cap d'Antibes with a characteristic three-line refusal in Mr. Shaw's writing at its foot.

"No, damn it," writes Mr. Shaw, and then proceeds to suggest that a society that cannot afford 15s. for a book cannot have any members.

He concluded by claiming that books that are not bought are never read.

Not to be beaten, the recipient took the letter to a West End bookseller, readily sold it for 15s. and with the proceeds bought a copy of Mr. Shaw's book.

This did not, however, end the story. Mr. Gabriel Wells, the New York bookseller heard of the letter and secured it for 5s.

"I have bought many Shaw letters," said Mr. Wells, "but this is the gem. I would not part with it for ten times 5s."

FAMOUS FAMILY THAT ONCE RULED WORLD.

ROMANCE OF HOUSE OF ROTHSCHILD.

Had the Rothschilds held in full their old-time power, could they have prevented the Great War? It is an interesting, if somewhat futile, question to-day. Yet Count Curt's second volume of "The House of Rothschild" (Gollancz, 2s.), encourages a speculation of this sort.

For more than a century this amazing family wielded enormous power in the councils of Europe. Such was the influence of money in the 19th century that they, with their colossal wealth, came near to being omnipotent.

Nearly every page of the 465 which go to make this volume, tells of schemes of kings and princes frustrated or advanced by the need or provision of money. And always there is a Rothschild in the background checking or speeding the flow.

And if the money were needed for war it was always withheld. No money for war was the inviolable principle of the House of Rothschild.

When Belgium pressed for a loan of 4,000,000 francs for a military adventure against Holland a flat refusal met the Government at every approach.

Peace Paramount.

"They won't get a farthing from me," was Solomon Rothschild's blunt reply. "Difficult though I found it to keep on refusing," he wrote, "I shall feel compensated if Belgium yields and peace is restored by the reflection that I shall have done my best to contribute to such a result."

Belgium did, in fact, yield, and King Leopold, dropping his proposed adventure against Holland, promptly approached the Rothschilds for a loan of 37,000,000 francs, which was granted on the specific condition that the whole of the money should be spent on railway construction.

This is why, for its size, Belgium is better served with railways than any country in Europe.

Even Germany's "Iron Chancellor" was glad to lean at times on a Rothschild, and after a visit to Amschel, founder of the house, he wrote to his wife, "I like him because he's a real old Jew pedlar, and does not pretend to be anything else."

It is all through a remarkably frank book. No transaction is referred to as having any other object but the ultimate enrichment of the House of Rothschild. The objection to war was based on a firm belief in the wastefulness of war.

Bismarck's Pen Picture.

Describing the founder of the house, Bismarck said: "He is a short, thin, little man, and quite grey. The eldest of his line, but a poor man in his palace; he is a childless widower, who is cheated by his servants and deceived by conceited Frenchified and Anglicised nephews and nieces who will inherit his wealth without any love or gratitude." But there is nothing in the subsequent history of the house to support Bismarck's uncharitable view of the nephews and nieces.

In England, as on the Continent, the Rothschild wealth was a source of usefulness to the Government, and as some measure of reward and as some measure of the peerage.

He floated 16 British State loans. It was Baron Lionel Rothschild who loaned £4,000,000 at short notice to enable Disraeli to purchase the 177,602 shares in the Suez Canal then held by the Khedive, and so prevent the French financiers from securing control of the all-important water-way.

Immediately after the affair had been settled Disraeli wrote to Queen Victoria:

"Madam, the business has gone through, you have the money. Four million pounds. There was only one house that could have done this, the House of Rothschild. They have behaved wonderfully, and have lent the gold and the money at a very low rate of interest. The whole of the Khedive's shares are now in your hands."

The money was advanced at 3 per cent, while Khedive Ismail had undertaken to pay 5 per cent. per annum until the dividends on the shares should again become payable.

Political Triumph.

Thus, with the aid of the Rothschilds, the Government carried through an important political and magnificent business deal.

Time has lessened the influence of the House of Rothschild, due, perhaps, it is suggested, to those changes in international relations which have divided the original group of Rothschilds banks into separate organisations with limited national interests.

How was their mass of wealth acquired? "It has been done," says Count Curt.

"By maintaining the closest contact with those in charge of the world's destinies, and by a clever adaptation to events. The Rothschilds practically never opposed themselves to the authorities in the State for the time being; they almost always sought to

MANY ARRESTS IN SHANGHAI.

WELL OVER TWO HUNDRED IN ONE WEEK.

FINGER-PRINT VALUE.

Shanghai, Nov. 18.
During the week ended yesterday the police of the International Settlement arrested 261 persons, a considerable increase over the number of arrests in the previous week. Of this number 24 were taken into custody on charges of having committed armed robberies. Three of the 24 were identified by the police as old offenders, the identification being made through the invaluable assistance of the finger print department, which of late has proved the undoing of a considerable number of Chinese criminals brought in by the police.

During the past week three persons were arrested on murder charges and one for attempted murder. Three pickpockets were apprehended, one being caught almost in the act of stealing the purse of a foreigner. Nine purse snatchers were arrested, five of them being identified as old offenders.

One Chinese arrested was rescued from an angry crowd of his nationals who were keen on giving him a beating. It seems that the Chinese was in the habit of mounting to the roof of his place of residence and from that advantageous spot throwing cold water upon persons passing below. He could give no explanation for his conduct, other than to say that he enjoyed it immensely.

During the week just ended armed robbers continued their activities, crimes being committed on almost every district of the city. One of the places robbed within the past 48 hours was a Buddhist temple at 1460 Avenue of the World. Five men armed with pistols entered the temple and obtained about \$500 in cash.

Two hours before this robbery, two men, one of whom was armed with a cigarette shop at 2083 Sinza Road.

About \$52 was taken. A constable was on duty a few yards away, but did not know of the crime, the employees, even after the robbers had decamped, being afraid to raise an alarm. The robbery was reported to the police three hours later.

Another instance of the fear of Chinese of armed robbers was the robbery of a piece goods shop at 1083 Pingling Road. Three men, only one of whom were armed, entered the establishment shortly after 7.30 p.m. and in a few minutes had taken all the cash, about \$100. No alarm was raised.

Charles Kingsley's chart of a trip in the Oceanic from Liverpool to New York has been installed in the lounge of the White Star liner Majestic.

Miss Megan Foster, the concert singer and broadcast artist, made a successful debut in light opera in "The Rose and the Ring" at Eastbourne on November 12.

come to terms with them, however uncongenial they might sometimes be."

His closing words contain something of a moral. "One thing is certain," he says, "and that is that none illustrate better than the saying: 'A family that works together is invincible.'"

CLUB RAIDS LEAKAGE: SENSATION.

A POLICE OFFICER SUSPENDED.

Leakage of police plans in connection with projected raids on London night clubs has had a development.

On instructions from the Home Secretary, the Chief Commissioner of Police has had special investigations made. As a result, a well-known officer has been suspended, and has been ordered to appear before a disciplinary board at Scotland Yard.

He emphatically denies the charge. The task of investigation was given to Chief Inspector Cooper, who is shortly retiring from Scotland Yard, after a long and honourable career, and his inquiries have extended over several weeks.

People in all stations of life, including a peer, have been interrogated. Bank accounts have come under close examination. Informants have been taken into Scotland Yard with exceptional secrecy.

Recently two well-dressed men were driven in a large car into a secluded quadrangle and were guided by Mr. Cooper through a back door to the private quarters.

When the car left it was clear that the men were doing everything possible to avoid recognition. They kept their heads well down.

They Knew.

The most famous case in which leakage was alleged was that of the Lido Club.

Mr. Musket, who appeared on behalf of the Director of Public Prosecutions, said:

"I say without any hesitation at all that those responsible for the conduct of this club were aware that a raid was going to take place that evening."

"How such information leaked out it is impossible to say but it is a matter for very serious consideration."

"As a result of the leakage, when the superintendent executed his warrant at 2.35 he found practically nothing."

When proceedings were taken against the Stage Door Club it was said in court:

"A warrant was to have been executed on August 25, but plain clothes officers who went there at 11.50 p.m. were told that a raid was expected and that no liquor was being sold after 11 o'clock."

Other raids have had to be abandoned for a similar reason.

OFFICER LABELLED.

PRISON FOR WIDOW WHO SENT POSTCARDS.

Fanny Cowie, a widow, of East Leach, was sentenced at Gloucester Assizes to twelve months in the second division for sending libellous postcards to Lieutenant John Henry Adams.

Dr. Earengey, who prosecuted, stated that the woman pleaded guilty in February to sending libellous letters and postcards, and was bound over not to repeat her libels. She then sent postcards to Lieutenant Adams' depot, and they passed through several hands before reaching him.

She was brought up at the July Assizes, he said, and on promising not to repeat the libels was again bound over. She had since sent a further series of postcards.

The woman said that she had been unable to get justice, and continued to send postcards in desperation. She wanted the case properly tried.

"If his treatment of me could be heard here," she added, "people would understand."

The Very Idea!

The Grand Central zone of New York is to have a new skyscraper which will be the highest building in the city, overtopping the Woolworth Building down town by 16 ft. It will be 808 ft. high, and will consist of 68 storeys. The ground floor will be given up to shops and an arcade, and all other storeys, except two high up in the tower, to offices. These two will make up a duplex living apartment for Mr. Walter P. Chrysler, president of the Chrysler Motor Corporation, of Detroit, for whom the building will be erected. Workmen began clearing the site on Lexington-avenue from Forty-second and Forty-third streets, opposite the Grand Central Terminal on Oct. 16. The building will be completed in May, 1930. It is to cost, with a 60-year leasehold for land, \$14,000,000 (£2,800,000).

Daughter—"I want some money for my trousseau."

Father—"But my dear child, I didn't know you were even engaged!"

Daughter—"Good heavens, father, don't you ever read the papers?"

Judge Cluer to Woman, at Shoreditch County Court: I can understand the bad English that is often spoken here, but your bad German-English is very hard for me to follow.

Mr. W. B. Luke (the Willesden Magistrate) to quarrelling women: You contaminate the air of the neighbourhood. Go outside and cleanse your mouths.

Nottingham Solicitor: She called this man an adjectival storyteller, with adjectival trimmings!

Woman at Shoreditch County Court: I see no reason why I should swear just because everybody makes a habit of it.

A man summoned at Enfield for sitting on the bonnet of a motor-car said he was there to see that the lights did not go out.

[Nobody regards elopements as exciting or romantic nowadays, says John English.]

Who gives a hoot for a hot pursuit?

On the road to Grolna Green, Or has time to spare for a headstrong heir?

And his bride of sweet sixteen?

We may thrill to read about breathless speed.

And a motoring record scored, But it's nothing to us if the lovesick cuss

Wants to marry the girl on board.

Hundreds of millions of new stars, it is hoped, will be visible in a new mammoth telescope which is being erected on the top of a mountain in California. The reflector of the telescope is 200 inches in diameter or twice that of any that has been used for similar purposes in the past. It is expected that the instrument will add considerably to our present knowledge of astronomy.

"Can you define matrimony?"

"Yes! You go to adore, you ring a bell, and you give your name to a maid—and then you're taken in!"

The diffident man had just concluded his dinner at a very smart restaurant.

As he was preparing to leave he noticed the orchestra was about to start playing once again. At the same moment a voice bellowed in his ear.

"Sir, remove that hat at once!"

The mild little man turned and faced the excited colonel on his left in astonishment. "Pardon me," he said meekly, "I don't notice; are they playing the national anthem?"

"No!" roared the other. "It's my hat!"

CEREMONY 700-YEARS OLD.

RAP OF A BILL HOOK IN THE LAW COURTS.

The rap of a bill hook as it descended sharply on a table was heard in one of the rooms at the Law Courts recently, and shattered twigs flew in all directions.

The act represented the survival of a ceremony 700 years old. The wielder of the bill hook was the City Solicitor, who, on behalf of the Corporation, was paying quit rent to the King's Remembrancer in respect of a piece of land in Shropshire, even the locality of which has long since been forgotten.

He had also to present six horses' shoes and count out "sixty and one" nails for a forge which in the days of chivalry stood on land now occupied by the Courts and was useful to knights in their tilting exercises on the banks of the Thames.

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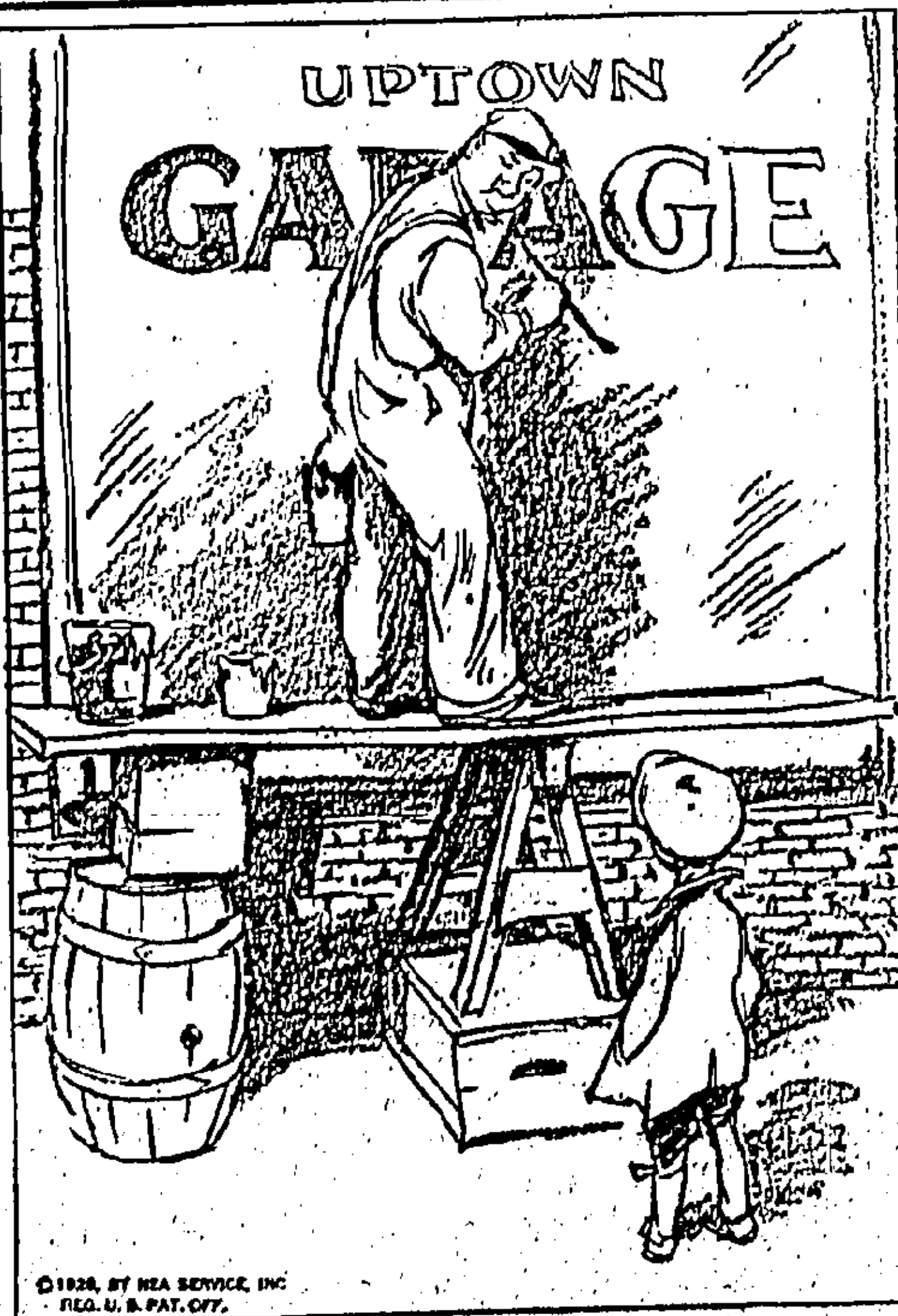
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GRAMOPHONES OF VARIOUS MODELS.

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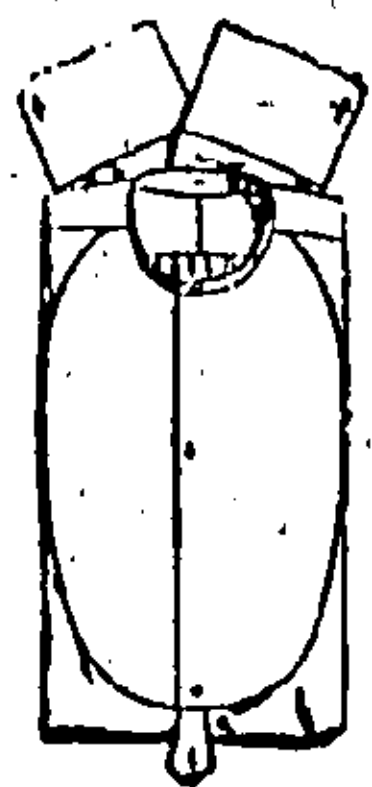
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"What are you hanging around for, kid?"
"I'm waitin' for you to step over and paint that E."

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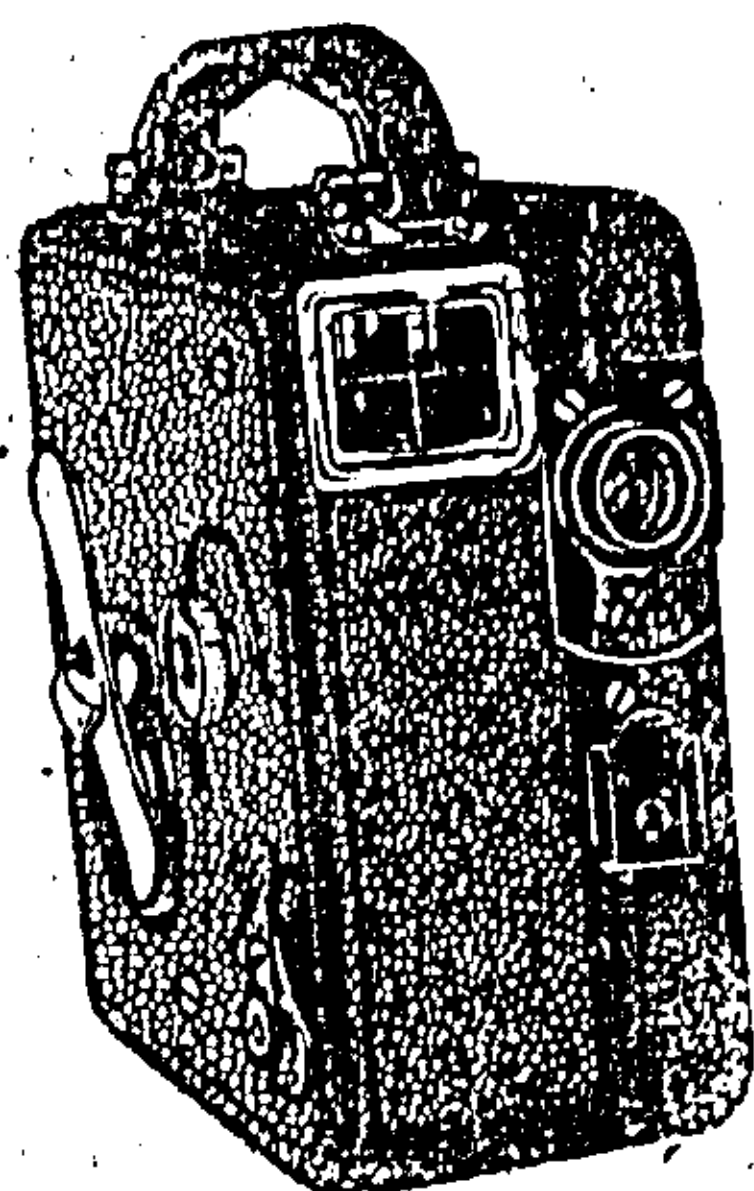
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SIGNATURE POINT IN YEO TRIAL.

(Continued from Page 3.)

the conclusion that the bank had sent the book with a shortage of cheques. He concluded that the bank had sent a book short of thirty cheques by looking on the cover of the book. The reason why he came to that conclusion was because he saw some initials there.

Mr. Jenkin: How many cheques there were short?—Thirty.

Through merely looking at the cover?—Yes.

Reassured by Initial. Witness explained he thought the alteration had been initiated by a Bank official and was therefore all right.

Mr. Jenkin: If the Bank had made the alteration because there were at most thirty cheques short, the only numbers which they would have to alter would be last three numbers?—Yes.

Mr. Jenkin here pointed out that the original numbers were 236201 to 236800. If thirty were taken out the final number would have to be altered to 236770.

Continuing to answer further questions witness said he did not form any opinion about that incident. He did not make any record of his discovery for future reference. He knew perfectly well that he had checked the book when it had come from the Bank, that it had contained the full number of cheques with the numbers on the cover, which had not altered, and he had duly acknowledged the receipt of it as full and complete.

Mr. Jenkin: Then how could you come to the conclusion that the Bank must have altered those numbers so that in truth it was not the full book you had acknowledged?—Because of the initials there.

You have considered very carefully that you have to give some explanation of this, and this is the best you can give?—Yes.

Witness said he did not at any time make an examination of that book for the purpose of ascertaining how many cheques, and if so, what cheques, were short. The reason for that was because on the cover of the book it stated clearly that there were thirty cheques short.

Mr. Jenkin: The alteration and some initials was good enough for you, was it?—Yes. At that moment, in my opinion, it was sufficient.

At what other moment did it strike you that you should look at something more than the altered numbers and the initials?—On January 18 this year I commenced to think a little more of it.

The First Time. From the date of the finding of that alteration on the cover on November 30, 1927, he never thought of the matter again until January 18. He did not consult anybody about the matter on November 30, as far as he could remember. That was the first time such an incident had ever occurred during the eight years he had been in the Treasury.

Mr. Jenkin: Yes or No. Did you consult anybody with regard to this discovery of yours on November 30?—No.

Witness said he could speak to Mr. Black at any time in regard to anything pertaining to his duties.

Why did you not speak to him?—Sometimes I am busy and sometimes Mr. Black is busy.

Is the reason that either you or he was too busy?—That is not the only reason.

Witness proceeded to explain that he did not attach importance to the discovery.

Asked what he would do if he discovered that the bank had sent one hundred cheques short, witness replied that he would not have referred to Mr. Black if the numbers were altered. If a book of six hundred was ordered and it arrived containing only three cheques, without the numbers being altered, he would speak to Mr. Black.

Asked at what point between three cheques and five hundred and seventy he would decide to speak to Mr. Black, witness said that such a question was difficult to answer.

Mr. Jenkin: That is why I asked it.

Witness was then handed exhibit "F." He said that when he received Exhibit "F" and placed it in a safe the numbers on the cover had certainly not been altered. That was on December 6. He started to use it on December 20, but was not sure that the book was in the safe during that fortnight as he never looked to see.

He discovered that the numbers on that book had been altered on December 23, 1927. He made that discovery when he looked at the book on receiving a new one when he put on the Treasury serial number. Witness said that he could not remember clearly whether or not the numbers were altered when he started to use the book on December 20.

Commenting that witness was going back to another position, Mr. Jenkin pointed out to witness he had said that he checked the book when it came from the bank and made out a receipt. Then, the cover was in order with no alterations upon it?—Yes.

Mr. Jenkin: Do you mean to say that you have been using that book for two days without observing that there has been an occurrence of this very curious and unprecedented alteration on the book?—Well, I don't believe I noticed it. If I had I would certainly have drawn attention to it.

Look here, Mr. Tsang. You tell us that unquestionably when you put that book into the safe the number was not altered because you would have seen it at once?—Yes, I did say so.

I put it to you that unquestionably when you took that book out of the safe, if it had been altered you would have spotted it at once?—It would not be so.

Why not? What had happened to your eyes in the meantime?—I don't all day take notice of the number.

By An Office Boy. Then we are to understand that you, the custodian of these books, when you put that book in the safe, unquestionably would have noticed the alteration. On taking it out you might very well have missed it?—Because when the cheque book was placed in the safe I did not place it there myself. It was placed there by an office boy or messenger.

You told us just now you did put exhibits "C" and "F" in?—Yes. When the books were brought back from the bank, I placed them in the safe.

To make the matter quite clear Mr. Jenkin repeated his question, asking: May we take it as definite, positive and certain that when that book was taken out of the safe to be put into use on December 20 the number was not altered?—Yes.

Witness continued to say that during the tiffin hour he left his cheque book on his desk rack. Some of the staff had tiffin in the office, and there was also a policeman on duty. During December 20, they could take it that no alteration had been made to the numbers. He used the book on December 21, and they could also take it that the numbers were not then altered. Witness said he discovered the alteration on December 22.

What did you think about this second alteration?—I came to the same conclusion as the first time, that the bank had sent a book which was short of cheques.

Will you tell us how it was that the bank could alter these numbers between the evening of December 21 and some time on the morning of the 22nd, after having received it from the bank three weeks before?—I did not say exactly they were altered by the bank. I said I did not pay special attention to it, and perhaps it had been altered before and had not come to my notice.

You yourself volunteered that your conclusion was the same. To make it quite clear you mean that the bank had sent it short and had altered the number. Do you want to go back on that?—Certainly. The bank would not have altered that during the evening of December 21—22.

Inasmuch as they could not have altered it in that period, do you stand there and say that the conclusion you formed was that the book had been sent short and the altered numbers done by the bank?—I meant that when I first received the book there was no alteration on the book cover.

When you discovered that alteration on December 22, did you think that the alteration had been made by the bank who had sent that book short?—Yes, I did.

The Bank's Receipt. Then they must have done it overnight?—I cannot state exactly or definitely when the alteration was made. All along I did not pay very much attention to the numbers on the book.

Mr. Jenkin then handed to witness the receipt given for the 600 cheques from the bank and asked:—Are you going back on the whole of your sworn evidence given this afternoon, that when that book was acknowledged, when it was put in the safe and when it was taken out of the safe, when in use on December 21, these figures had not been altered?—I still say that the bank sent 30 cheques short to me.

As a result of other replies by witness, Mr. Jenkin asked:—Your only uncertainty of the alteration is when it was taken out of the safe and in use on December 21 and 22?—Yes, I did not notice on those three occasions.

You are quite certain that when it was acknowledged on receipt from the bank and put in the safe, those numbers were complete and in proper order?—I admitted having received the book, but all along I have said I did not pay much attention when it was put in the safe.

Commenting that witness was going back to another position, Mr. Jenkin pointed out to witness he had said that he checked the book when it came from the bank and made out a receipt. Then, the cover was in order with no alterations upon it?—Yes.

GARRISON FOOTBALL LEAGUE.

RESULTS AND COMING
MATCHES.

Latest results in the above League are:

C. Coy. Queens, 1; M. G. Coy. K.O.S.B., 1.

12th H. Bty. R.A., 7; D. Coy. Queens, 1.

R.A.O.C., 0; A. Coy. K.O.S.B., 8.

C. Coy. K.O.S.B., 3; M. G. Coy. Queens, 6.

A. Coy. K.O.S.B., 1; B. Coy. Queens, 2.

C. Coy. Queens, 4; 12th H. Bty. R.A., 1.

C. Coy. K.O.S.B., 3; M. G. Coy. K.O.S.B., 3.

M. G. Coy. K.O.S.B., 2; 12th H. Bty. R.A., 3.

Matches for Next Week.

Nov. 27th.—R.A.M.C. v. H. Q. Wing, K.O.S.B.; Sookumpoo, referee, Pte. Parker, K.O.S.B.; and 51st H. Bty. R.A. v. 20th H. Bty. R.A., Chatham Road; referee, Lieut. Kelley, K.O.S.B.

Nov. 28th.—12th H. Bty. R.A. v. B. Coy. K.O.S.B.; Sookumpoo; referee, Cpl. Hunt, R.A.O.C.; and R.A.O.C. and R.A.S.C. v. C. Coy. K.O.S.B., Happy Valley; referee, Sgt. Toms, R.A.

Nov. 30th.—20th H. Bty. R.A. v. M. G. Coy. K.O.S.B., Chatham Road; referees, L/Cpl. Grieve, K.O.S.B.

Charity Match.

The annual match in aid of Royal Naval and Army Charities, in which the Navy will meet the Army, will be played on Tuesday, December 18th.

Mr. Jenkin: Will you explain to this court how you could have thought that that book could have got back to the Hongkong Bank and had its cover altered?—I never thought it had got back to the bank.

No, of course. The thing was impossible?—Yes.

No one in their sane senses could have entertained such a thought that the book had been altered by the bank?—I agree.

You, being a sane person, you did not entertain that idea?—I meant at the moment I discovered the error.

Question of Certainty.

Mr. Jenkin commented that witness had gone back on the whole of his evidence. "Although you knew that when that book came from the bank the cover had not been altered, you thought—when you saw the alteration it had been altered before arrival?—At the time I had such a thought.

Is your evidence now this—that when you checked that book you did not see that the cover was in order?—I did. I am certain of that.

If you are now certain of that fact you were as certain of that fact on December 22, were you not?—I still thought that.

When you discovered the alteration you were still certain that that cover had not been altered when received?—No, I did not think so then.

You knew, on December 20, that you had acknowledged the cheque book?—Yes.

Then you must have been certain on December 22 that the book which you had acknowledged had arrived from the bank and was taken into your custody in an unaltered form?—Yes. That is definite.

Then you did not think, on December 22, that that book had originally arrived in an altered form?—I did not think so on the 22nd, that the book came to me in an altered form.

Then something must have happened in the office overnight to that cover?—I dare not say that.

If the bank had not done it you must have thought there was something funny about it?—Yes, I should certainly have thought so.

Witness continued that at the very moment when he discovered the alteration he did not think so. He first thought of it as a strange happening on January 18. When he discovered, on December 22, that 30 cheques were missing from the bank he did not think much of it because the cheques were not a bit of use to anybody, if nobody signed them.

I put it to you, Tsang, that, under the circumstances, it was your bounden duty to report that fact to Mr. Black at once?—Yes, I should have reported it but at that moment I did not attach much importance to the blank cheques.

That is your only reason for not fulfilling your duty?—There is a reason for my saying this, because I could cancel the cheques without reporting it to Mr. Black.

Witness agreed that an element of suspicion arose in his mind over the alterations but he did not regard it as being of very much importance. It occurred to him that it was rather curious that there should be a second alteration on another book. He did not speak to Mr. Black at first because he did not think it was worth while. He believed he made a report on the next day.

Witness agreed that he made the report on December 21, whereupon Mr. Jenkin pointed out that that was a day before he discovered that the cover of the book had been altered. Witness replied that he made the report at about

FANLING HUNT.

FIRST STEEPLECHASE
MEETING.

[By "Ringtail."]

The opening of the 1928-29 Steeplechase season should see a big attendance at Kwanti this afternoon where a very tasty programme of five events will be disposed of.

Extensive improvements have been made to the course and the stands and other buildings have been altered to suit the taste of the most fastidious of our racegoers. Patrons will be very satisfied with the new hurdles which have been made on exactly the same lines as our steeplechase hurdles at Home, and, with the addition of a stiff water jump and an open ditch, the course should present a reasonable try-out to some of the best of our "chasers."

H.E. the Officer Administering the Government and a party of R.A.F. flying men are expected to be present in addition to which we shall see a very strong contingent of officers and men of the different regiments who are stationed in different camps in the near proximity of the course.

Owing to a very busy week I have not been able to make the trip to Fanling to get a peep at the training. However, I would advise backers to keep their eye on the selections given below as they are amongst the fittest contenders at to-day's meet:

1st Race.

1. Reidy & Stanton's selected.
2. Borderer.
3. District Call.

2nd Race.

1. Blotting Paper.
2. Solitaire.
3. Durham.

3rd Race.

1. Fanling Stag.
2. Lack Ramnock.
3. Siang River.

4th Race.

1. Aristophanes or Ace of Spades.
2. Tamerlan.
3. Six Hundred.

5th Race.

1. Ace of Spades or James Pigg.
2. Target.
3. District Call.

SHAMEEN FOOTBALL LEAGUE.

CLUB LUSITANO SUFFERS
DEFEAT.

The Shameen Sports Club succeeded in winning a match in the Shameen Football League when they defeated the Club Lusitano by 4 goals to 2 on Thursday. Last season the Shameen Sports Club was the winner of the League and were undefeated in any League and it was expected that they would at least be able to be somewhere near the top again this season. However there is still time for them to pull themselves together and beat some of their successful opponents in the return matches. The defence especially needs strengthening and to go into more serious training.

A very good match was witnessed on Thursday. The Club Lusitano scored the first goal about a quarter of an hour after the kick-off, though on the whole the Shameen Sports Club appeared to be the stronger team, the game being most of the time in the Club Lusitano's half. At half-time the score stood at one to nil in favour of the Club Lusitano.

Shortly after resuming, the Shameen Sports Club scored three goals in rapid succession and then the Club Lusitano again scored. Just as the whistle blew, Shameen again scored, making the final score 4-2 in favour of Shameen.

The teams were: Shameen Sports Club—A. T. Lay; Nogeizig, J. Linaker; Rasmussen, J. A. Summers, O. Friessner; D. Latimer, Geo. Duncan; W. Gerrard, J. Rodger and E. H. Shekury.

Club Lusitano—M. Remedios; H. Prata, A. Krilovsky; A. Locke, J. Montalto, S. Sequelra; A. Rafeek, A. Wahab, A. Osmund, F. Ozorio and R. LaSalla.

League Table.

The present standing of the League is as follows:

	Goals	P.W.	D.L.	F.A.	Pts.	
Shameen	8	1	2	0	3	4
Glacals	4	1	2	1	5	4
Mooren	2	1	1	0	4	3
Shameen S.C.	4	1	1	2	6	10
Moth	1	1	0	0	5	1
Tarantula	2	0	2	0	1	2
Lusitano	4	1	0	3	10	18

the same time as he made the discovery. The court then adjourned until half past ten on Monday morning, when the hearing will be resumed.

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TED McNAMARA

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"The Gay Retreat."

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QUEEN'S
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MR. KIPLING ON "NERVE."

ITS PART IN THE NATIONAL LIFE.

LIVERPOOL ADDRESS.

Mr. Rudyard Kipling, at the annual dinner of the Liverpool Ship-brokers' Benevolent Society, held at Liverpool recently, spoke of the moral uses of ships' passengers and the "world-end habit" which had been superimposed on the week-end habit, and of the part played in the national life by nerve, which he described as "the cutting edge of imagination which enables us to overcome every handicap without too much clamour."

"When Lord Hewart was your guest last year," said Mr. Kipling, "he gave you some interesting facts about maritime law as that affected freights. But I don't recall that he mentioned a certain saying about that maritime by-product, passengers."

"So many of us guests are passengers, and so many of our hosts are interested in our passages, that I need not apologise for quoting it. It runs: 'God made men; God made women, and then He made passengers.'"

"This libel is based on the cruel superstition that if you put people into a ship, and roll them round Ushant, by the time they are de-canted at their first port they look and behave like nothing on the face of the waters except passengers."

He expected this accounted for the way they were treated within human memory. Their cabins used to open directly into the dining saloon, and they were warned by notices on the mahogany-inlaid mizzenmast, which came through the table, that they were under the authority of the Master.

Initials on Turtle Backs. "But now," he continued, "that we have imposed the world-end habit on the week-end habit the case is altered. So long as we passengers muster at batonstation with our belts on, and do not try to alter the ship's course or set her alight, we can do absolutely what we please."

"And we do," said Mr. Kipling. "Prodigious tourist traffic was increasing. Time and distance only excited it to wider effort; for there was a man present who 'expressed his regret to me the other day that he could not for the moment—' for the moment, mark you—include the Galapagos islands—where the giant tortoises come from—in a tourist itinerary."

"Well, even supposing we may be able, next year, to cruise about scratching our initials on turtle-back sterns, what is the good of us? Apart from our dividend-earning capacity what moral purpose do we passengers subserve in the general scheme of things?"

"This—and it is not a little matter. When we are home again, and have arranged the snapshots of ourselves standing in front of the Pyramids or the Parthenon, we have, at the lowest, realised that there are other lands than ours where people live their own lives in their own way, and seem quite happy about it, and where we have seen and touched the things we have hitherto only read about."

"And when interest in one's neighbour, curiosity about his housekeeping and understanding of his surroundings are waked and can be gratified in hundreds of thousands of hearts, they make for tolerance, good will, and so peace. And that is to the good."

Ocean Masterpieces. "Much of this good the world owes to those big companies, who foresaw that after the war, people would need a little fresh air and exercise, and supplied it. All we demand of you is to be taken everywhere as punctually as by train; as cheaply and as quickly as possible; in the greatest luxury and, of course, in absolute safety. Nothing more."

"And that is why some of you here have—like Shakespeare and Michael Angelo—to create masterpieces on approval every few years. ... Even after experience and science have been tried out to the last, it takes nerve to break away and back one's own judgement against the world."

But nerve was the cutting edge of imagination, and nowhere had it proved itself more splendidly than in the Merchant Service. Here they had in daily use the imagination that foresaw, without being overwhelmed, any risk that the ocean might deliver, and the nerve that dealt with every immediate peril arising out of that risk.

"We know that if our shipping goes, we go; and that fact is perfectly understood by our ill-wishers. We have always accepted those risks as part of our existence."

It was the sea that, from our beginnings, directed our imaginations till our mud-creeks at home grew to be world-commanding ports, and our remotest landing-places the threshold of nations. "It is the sea," said Mr. Kipling in conclusion, "that has given us the cutting-edge to our imagination—the nerve that meets all manner of trouble, with the inherited conviction that nothing really matters so long as one keeps one's nerve; and, in that certainty, overcomes every handicap without too much clamour."

The Middleman. Sir Percy Bates, Deputy Chairman of the Cunard Line, who presided, said he could assure them that the Shipbrokers' Benevolent Society was in "very good health."

The good it did was done by stealth and names were never mentioned outside the committee room. Apart from the permanent beneficiaries many temporary grants had been made to assist in cases of special emergency, and those had included grants for education as well as the clothing of children.

"You may take it as an assured fact," said Sir Percy, "that no case which comes within the scope of the Society's Memorandum and Articles of Association fails to meet a quick and confidential response from your working committee through the secretary."

The function of the brokers of shipping, Sir Percy continued, was that of middlemen in every sort of transaction which involved shipping. The sentiment of the period was adverse to middlemen generally; they were pilloried from time to time as parasites between producer and consumer, living by their wits at the expense of other people.

There was a half-truth there. All middlemen lived by their wits—they lived by little else—but if the use of those wits failed to correspond with useful functions, the chance to use them would not last long.

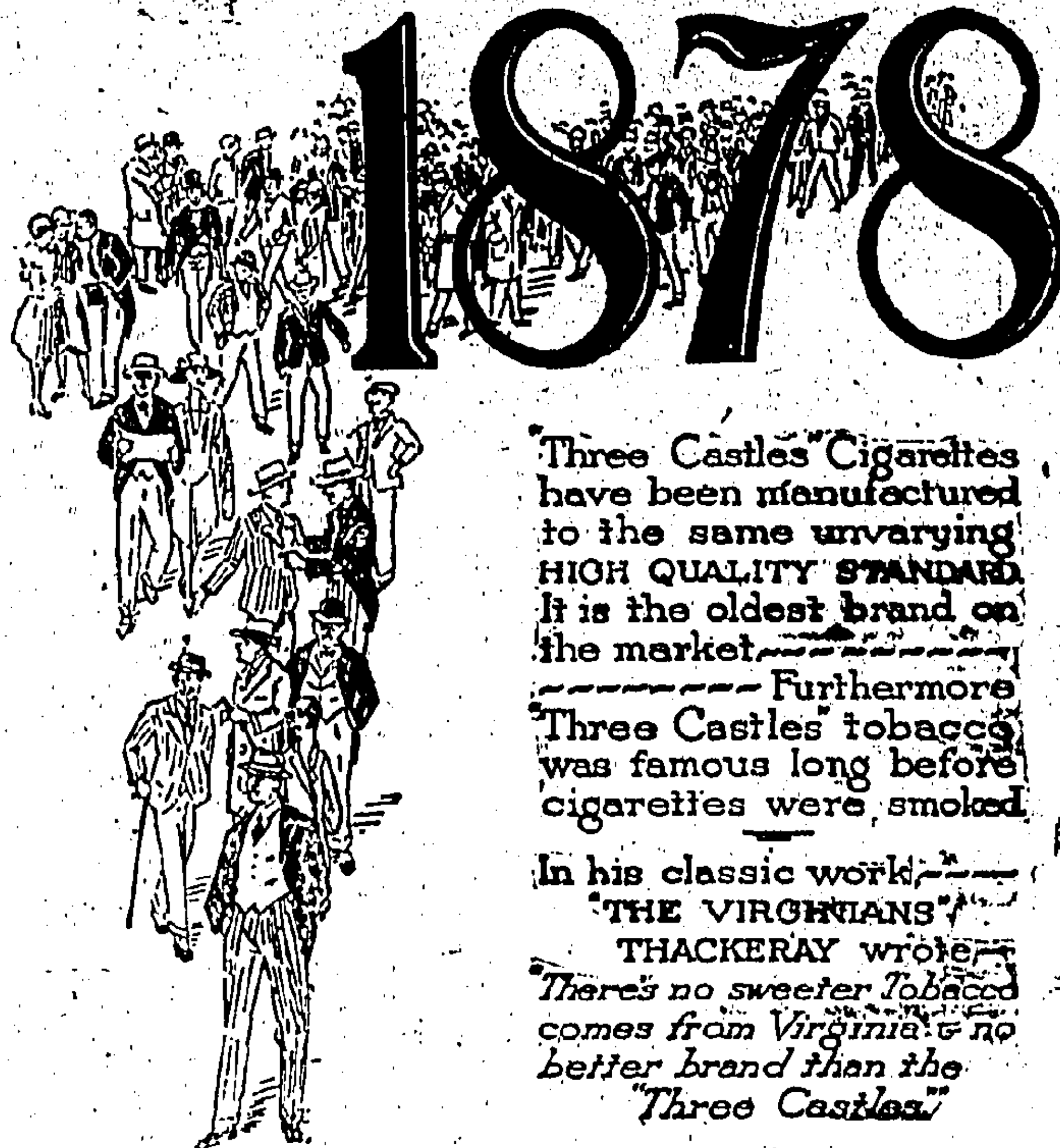
It was a corollary that middlemen should possess certain qualities, personality, industry, wisdom, honesty, courage, just to name some of them. Where those were held in superlative degree that middleman was assured of success.

He would say to all middlemen: "Know your business better than the next man, or try to; do your business with all industry; deserve to the full your right to hold the original documents of your principals' transactions, and your profession is secure for all time. But remember your profession will be satisfied with nothing less."

Sir Thomas Royden, Chairman of the Cunard Line, proposing the toast of the guests, said that for same Imperialism and whole-hearted patriotism Mr. Kipling was one of the greatest assets the Empire possessed.

He was also one of the most ardent lovers of the sea which this country had ever produced, and he had a fellow feeling for seafarers which must always belong to a man in whose blood the salt sea also ran.

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In his classic work, "THE VIRGINIANS" THACKERAY wrote: "There's no sweeter tobacco comes from Virginia & no better brand than the 'Three Castles'."

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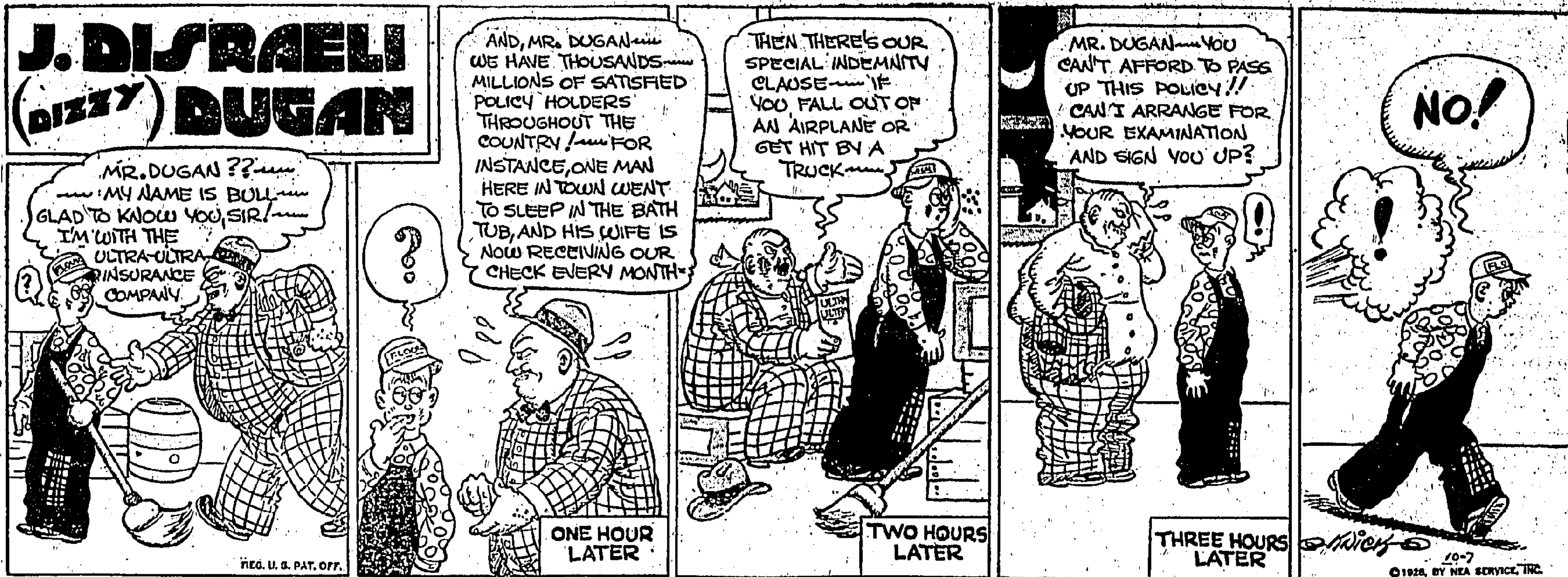
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"Empress of Canada"	6th	Colombo	16th
"Port Said"	16th	Plymouth	23rd

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Manila	Dec. 28	Hongkong	Dec. 31

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PORTHOS	18th Dec.	PORTHOS	4th Dec.
CHENONORCAUX	1st Jan.	ATHOS II	18th Dec.
ATHOS II	15th Jan.	D'ARTAGNAN	1st Jan.
D'ARTAGNAN	29th Jan.	SPHINX	15th Jan.
SPHINX	12th Feb.	G. METZINGER	29th Jan.
G. METZINGER	26th Feb.	PAUL LEOAT	12th Feb.
PAUL LEOAT	12th Mar.	ANDRE LEBON	26th Feb.
		CHENONORCAUX	12th Mar.

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YACHTING NOTES.

THE FIRST CRUISER CHAMPIONSHIP.

[By "Chau Kung."]

The first Cruiser Championship sailed on Sunday last, was contested under handicaps fixed on a "Time on Time" scale and it produced some interesting results.

There was less than one minute between "Curlew," 1st, and "Feathers," 2nd, whilst the corrected times of "Coquette" and "Isis" varied by one second only. "La Cigale" was just over the line, but finished third on the handicap, whilst "U" and "I," which crossed in 3rd place, was relegated to 6th position on handicap.

All the competitors, with the possible exception of "Curlew," made errors of judgment, but possibly the greatest error was by the No. 1 Boy of "Snipe" who, upon his No. 2 being put "into the pond" by a jerked fore-sail sheet turned to the skipper and remarked "No wanchel, 'Man Man,' he can swim." He was decidedly wrong, and Mr. Easterbrook displayed smart seamanship in picking up his "man overboard" in under a quarter of an hour, when sea and wind were taken into consideration.

The racing yachts suffered from very variable breezes for their third championship race and I think there will be different results when we get true and steady winds.

The Committee of the Yacht Club have been able to secure "The Snipe" to act as the "Hotel" to the small craft for the Club Cruise to be held over the week end. It only remains for the owners of the small boats to bring their food and a couple of blankets to make the week-end one of considerable comfort to themselves. Their thanks will be due to Mr. Easterbrook for his generosity in placing "Snipe" at their service. The Cruise will start from the Club House at 2.30 p.m. and the rendezvous will be Joss House Bay on Lam Tong Island and on arrival there the competitors in the race out should leave the committee boat on their port hand.

OPEN MIXED DOUBLES.

RESULTS OF CHAMPIONSHIP MATCHES.

The following are the results of matches played to date in the first round of the open mixed doubles lawn tennis championship of the Colony:

Miss Lund and Horace Lo (C.R.C.) beat Miss Heard and S. E. Green (K.C.C.) 6-3, 6-2 at the Chinese R.C.
Mrs. A. J. Kew and E. C. Fincher (K.C.C.) beat Mrs. Pankhurst and P. W. Pankhurst (C.S.C.C.) 6-4, 6-2 at the K.C.C.

Mrs. Hale and Lieut. Hale (U.S.R.C.) beat Mrs. Gull and L. Luck 6-1, 6-1 at the C.S.C.C.

Mrs. McElerry and A. H. Crook (H.K.C.C.) beat Mrs. Hosford and C. E. Spittley (C.S.C.C.) 6-4, 4-6, 6-4 at the C.S.C.C.

Miss Enid Lo and M. W. Lo (C.R.C.) beat Mrs. James and G. W. Sewell (Hongkong C. C.) 6-2, 6-4 at the Chinese R.C.

Fixtures for the remaining first round matches have been arranged as under:

Mrs. McCaw and P. M. Pinguet v Miss d'Assumpcao and F. Remedios, to be played to-morrow at 10 a.m. at K.C.C.

Miss Osmund and C. Barretto v Mrs. Baker and L. Goldman, to be played to-morrow at 3 p.m. at C. de Recreio.

Mrs. Lindsell and M. K. Lo v Mrs. Grigor and J. G. Lawrie, to be played to-day at 3 p.m. at Tytam.

Mrs. Bennett and A. Casanovi v Miss Lee Tsoi Ying and Ng Sze Kwong, to be played to-morrow at 4 p.m. at C.C.C.

FANLING GOLF.

QUALIFYING ROUND OF CHAMPIONSHIP.

The Jasper Clark Cup (and the qualifying round of the championship will be played over the old course at Fanling to-morrow. Starting times have been drawn as follows:

9.25 a.m., A. B. Stewart, K. S. Robertson.
9.30 a.m., A. B. Raworth, O. E. C. Marton.

9.35 a.m., N. L. Smith, A. H. Ferguson.
9.40 a.m., Major Beamish, H. U. Ireland.

9.45 a.m., K. L. Dugan, R. H. Hollis.
9.50 a.m., C. B. Johnson, R. K. Hopburn.

9.55 a.m., R. Young, D. J. Gilmore.
10.00 a.m., A. D. Humphreys, J. S. McCachran.

10.05 a.m., J. S. MacLaren, F. A. Redmond.
10.10 a.m., L. G. S. Dodwell, J. M. Walker.

10.15 a.m., H. H. Lennox, T. L. Christie.
10.20 a.m., G. Murray, F. A. Merry.

10.25 a.m., I. R. Andrews, T. C. Bennett.
10.30 a.m., D. G. G. MacDonald, E. D. Lawrence.

10.35 a.m., A. T. Lay, A. Leach.
10.40 a.m., I. W. Showan, F. J. de Rome.

10.45 a.m., I. Newton, E. D. Mack.
10.50 a.m., F. S. Harrison, J. W. Franks.

10.55 a.m., W. J. Clerk, Col. Bostock.
11.00 a.m., R. K. Valentine, J. E. Lissaman.

11.05 a.m., R. L. Stewart, H. N. Laver.
11.09 a.m., A. Ritchie, A. Ritchie, jr.

11.13 a.m., C. J. Waddell, W. C. Clark.
11.17 a.m., C. W. Jeffries, L. J. Blackburn.

11.21 a.m., A. Webster, W. A. Weight.
11.25 a.m., B. J. Lacon, R. J. Sneddon.

11.29 a.m., G. W. Sellers, G. W. Rees.
11.33 a.m., A. G. Coppin, S. S. Perry.

11.37 a.m., S. T. Butler, H. A. Mills.
11.41 a.m., T. G. Woll, L. C. F. Bellamy.

11.45 a.m., J. D. Humphreys, Comdr. Powie.
11.49 a.m., A. W. Hodges, A. R. Co.

11.53 a.m., J. Coulthart, S. F. Chubb.
11.57 a.m., H. A. Lammert, F. Syme Thomson.

12.01 p.m., C. M. Gee, B. L. Seton-Winton.
12.05 p.m., R. A. Green, J. H. Ratke.

12.09 p.m., (H. Spicer, J. Smith), (I. E. I. Mackey, C. Lambert).

THE HOCKEY CLUB.

TEAMS FOR THE MATCHES NEXT WEEK.

The following will represent the Hongkong Hockey Club first eleven in their match with the H.K.S.R.A. at the U.S.R.C. ground on Wednesday at 4.45 p.m.—W. K. Tait, O. E. C. Marton, D. Lyon, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, J. H. Plummer, H. Owen Hughes, E. D. Lawrence, C. C. Francis and G. R. Vallack.

The second team, which meets the H.K.S.R.A. second eleven at King's Park on Monday at 4.45 p.m., will consist of W. K. Tait, W. Woodward, L. F. Nicholson (captain), L. A. R. Duncan, Major J. P. S. Greig, Rev. N. Evans, R. D. Beaumont, I. W. Shewan, G. E. R. Divett, H. V. Parker and E. C. Fincher.

The "A" eleven fixture is with the H.K.S.R.A. third team on Friday at 4.45 p.m. on the Marina Ground, the Club team being—R. W. Saped, E. R. Robinson, G. Rankin, J. Gardner, C. Howell, A. J. W. Ashby, F. E. Mann (captain), W. A. Nowers, H. V. Parker, V. Stanton and T. J. Price.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Hongkong, 24th November, 1928.

LETTER GOLF.

After you've borrowed something, how long does it take you to GIVE IT BACK? Sounds rather personal, but to-day's letter golf puzzle wants to know.

G	I	V	E
B	A	C	K

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

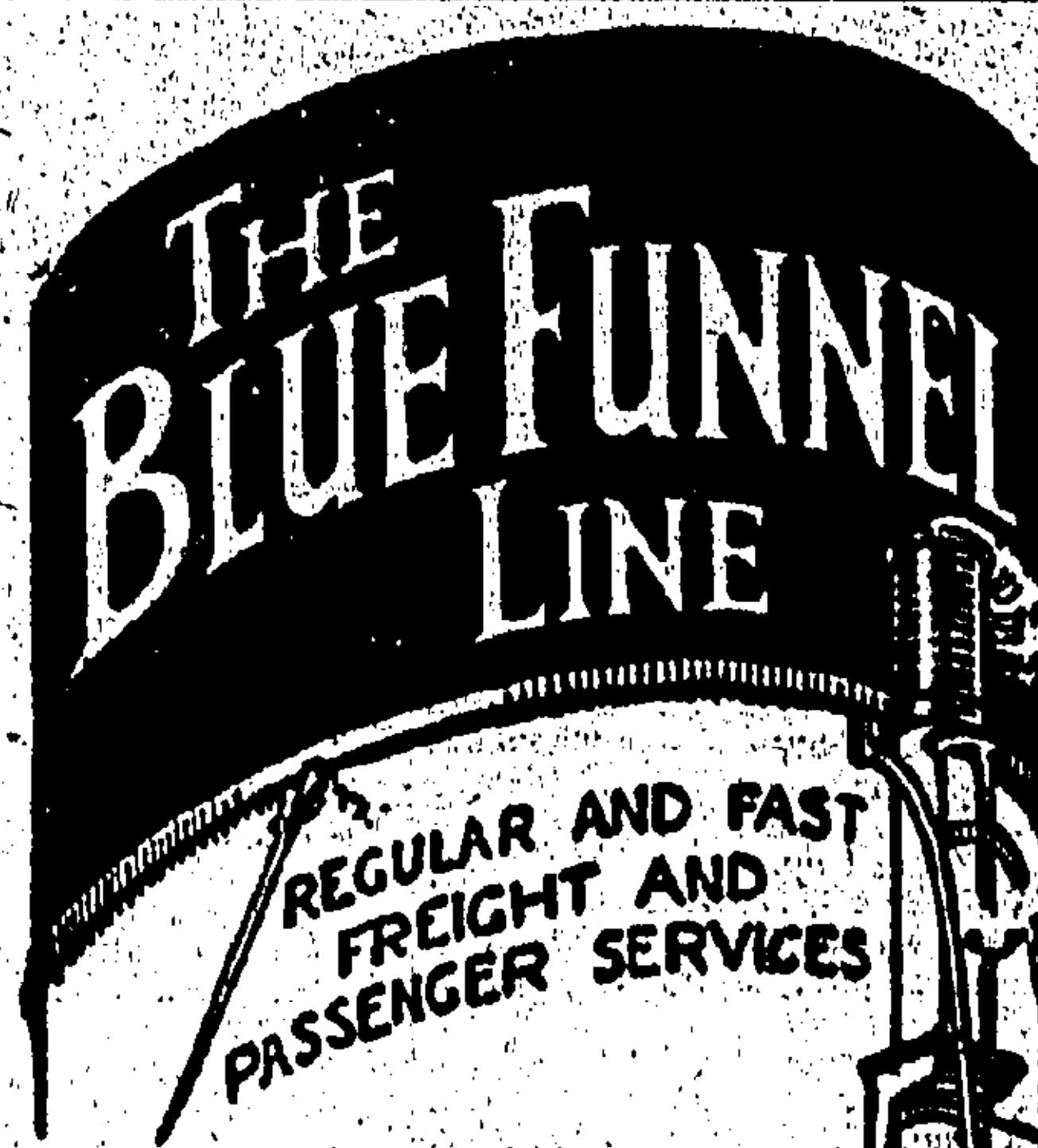
One solution is printed on another page.

VESTRIS ENQUIRY.

"NOT ANTI-BRITISH."
New York, Nov. 23.

A great change in the methods of the Vestris enquiry since the outcry in the British press is largely ascribed by the New York World to the introduction of Captain McConeky and Jessop as assessors, especially the former, acting as a sort of interpreter and preventing British witnesses misunderstanding Mr. Tuttle's American accent and idiom.

Mr. Tuttle, seen by Reuter denied that he was in any way actuated by anti-British motives, or that he had any axe to grind, adding, "I am only concerned to arrive at the truth of the sad tragedy." — Reuter's American Service.



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† Calls at Calcutta

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"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & G'gow

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"PROTEILAU" 3rd Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"EDMAEUS" 11th Jan. New York, Boston & Baltimore

INWARD SERVICE

"ASPHALION" 25th Nov. Shanghai
"GLAUCUS" 26th Nov. Shanghai, Taku & Dairen

PASSENGER SERVICE

"ANTENOR" 28th Nov. Singapore, Marseilles & London
"HECTOR" 24th Dec. Singapore, Marseilles & London

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Pres. Madison ... Tues., Dec. 18th Pres. Cleveland ... Tues., Dec. 11th
Pres. Jackson ... Tues., Jan. 1st Pres. Pierce ... Tues., Dec. 25th
Pres. McKinley ... Tues., Jan. 14th Pres. Taft ... Tues., Jan. 8th

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Pres. Monroe Sun., Dec. 16, 8 a.m. Pres. Hayes ... Sun., Jan. 27, 8 a.m.
Pres. Wilson Sun., Dec. 20, 8 a.m. Pres. Folk ... Sun., Feb. 10, 8 a.m.

To Manila

Pres. Lincoln Nov. 24th, 6 p.m. Pres. Madison ... Dec. 6th, 6 p.m.
Pres. Harrison Dec. 2nd, 8 a.m. Pres. Monroe ... Dec. 16th, 8 a.m.
Pres. Cleveland Dec. 4th, 6 p.m. Pres. Pierce ... Dec. 18th, 6 p.m.

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"CITY OF MOBILE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Dec.
"CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Jan.
"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Feb.
* Passenger Steamer.

NEW YORK, BOSTON & BALTIMORE ... AMERICAN & MANHURIAN LINE
"CITY OF PERTH" ... via Suez Canal ... 27th November.
"CITY OF CHESTER" ... via Suez Canal ... 27th December.

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO

BOSTON & NEW YORK
"CEDARBANK" ... via Suez Canal ... 25th November
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MAURITIUS & SOUTH AFRICA
"TINHOW" ... 5th December
Loading for Mauritius, Rouillon, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Agulhas, Mozambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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THE BANK LINE, Ltd.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TIENTSIN via SHANGHAI	Hopsang Kwaisang Waisang Fookshing	Sun. 25th Nov at 6 a.m. Wed. 28th Nov at 7 a.m. Sun. 2nd Dec at 7 a.m. Wed. 5th Dec at 7 a.m.
TO OSAMA via AMOY, MOJI & KOBÉ	Kutsang	Tues. 4th Dec at 7 a.m.
TO OSAMA via AMOY, SHANGHAI, MOJI & KOBÉ	Namsang	Wed. 12th Dec at 7 a.m.
TO STRAITS & CALCUTTA	Fooksang Yuonsang	Sun. 25th Nov at 10 a.m. Fri. 7th Dec at 3 p.m.
TO SANDAKAN	Mausang	Thurs. 13th Dec at noon.
TO CANTON	Waisang	Mon. 26th Nov at 7 p.m.
TO TIENTSIN	Chipshing Cheongshing	Fri. 30th Nov at 5 p.m. Sun. 16th Dec at 4 p.m.

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HONGKONG, CANTON & MACAO STEAMERS.

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Sailings from Hongkong—Daily at 8 a.m. (Sundays and 10.00 p.m. { 10.00 p.m. only. }
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HONGKONG-MACAO LINE.

FROM HONGKONG. FROM MACAO.
8.00 a.m. "SUI AN" from Wing Lok Wharf. 8.00 a.m. "WING ON" (Sundays Excepted)
3.00 p.m. "WING ON" from Wing Lok Wharf. 2.40 p.m. "SUI AN" (Sundays Excepted)

EXCURSION TO MACAO.

ON SUNDAY, THE 25TH NOVEMBER.

S. S. "SUI AN"

Will depart from the Company's Wing Lok Street Wharf at 9.00 a.m. and from Macao at 4.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG" (Via Oran)	12th Dec.
Steamship "GLENIFFER" (Via Oran)	9th Jan.
Steamship "GLENSHANE" (Via Oran)	6th Feb.
Steamship "CARDIGANSHIRE" (Via Oran)	6th Feb.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
Steamship "GLENIFFER" (Via Oran)	26th Nov.
Steamship "CARMARTHENSHIRE" (Via Oran)	16th Dec.
Steamship "GLENSHANE" (Via Oran)	31st Dec.
Motor Vessel "GLENOGLE" (Via Oran)	7th Jan.
Steamship "CARDIGANSHIRE" (Via Oran)	21st Jan.

For freight, passage and further particulars, apply to:

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AGENTS: THE GLEN LINE, LTD.

SINO-JAPANESE DEADLOCK.

STATEMENT BY NANKING.

Nanking, Nov. 23.
A semi-official message states that on the occasion of Mr. Yada's first visit to Nanking in October, the basis of a settlement of various outstanding issues relating to treaty revision and the Tientsin, Nanking, and Hankow incidents was discussed, and some definite understanding was reached; but the outstanding question was the withdrawal of the Japanese troops from Shantung.
In this connection, on November 13, Mr. Yada said he had not received instructions from his Government. On Thursday afternoon the Foreign Minister received an identical negative reply from Mr. Yada, whereupon Dr. Wang intimated that the negotiations had reached a stage when further conversations would not bring a settlement nearer unless Japan consents to set a definite time for the withdrawal from Shantung.
However, this should not be construed as signifying that Sino-Japanese negotiations have been broken off.—*Reuter*.

No Reason for Pessimism.

Tokyo, Nov. 23.
Discussing the latest phase of the Chinese and Japanese negotiations, the Foreign Office spokesman admitted that the Government hoped that Mr. Yada's parley with Dr. C. T. Wang would result in further progress, but averred that there was no reason for pessimism. Likewise, he emphasized that Japan's attitude was unchanged, despite Mr. Kuhara's remarks with regard to the necessity for a stronger policy.—*Reuter*.

LEAGUE CRICKET.

KOWLOON CRICKET CLUB TEAMS FOR TO-DAY.

The following will represent the Kowloon Cricket Club in a League match against Craigengower C.C. to-day at the K.C.C. at 2 p.m.—P. Goodwin (Capt.), W. Brace, A. W. Ramsey, N. H. Ross, E. C. Fincher, E. F. Fincher, S. Jex, H. T. Buxton, G. A. V. Hall, J. J. Hirst, F. B. W. Smith. Reserve, A. E. Silstone.

Kowloon C.C. second eleven will be represented by the following in a League match against the Craigengower C.C. second team at 2 p.m.—R. E. Lindsell (Capt.), H. Overy, G. Lee, A. R. F. Raven, F. Hamblin, N. Mackay, A. Hargreaves Brown, A. J. W. Smith, D. Petheram, D. S. Green, J. Fraser. Reserve, O. B. Raven.

Friendly Game.

There will be a pick-up game of cricket on the H.K.C.C. ground this afternoon, starting at 2 o'clock. The teams will be as follows:

"A" Team—T. L. Christie, J. D. H. Crawford, Captain A. G. Doherty, E. R. Duckitt, Captain Evers, S. Jordan, B. P. Massey, Rev. E. Quick (Capt.), N. H. Ralston, A. D. Raworth, G. R. Vallack.

"B" Team—W. B. Cornaby, Major D. Gave, A. H. Gilliam (Captain), J. Hall, H. Hampton, G. P. Lammer, G. E. Livock, O. Moor, R. Oliver, G. Rankin, C. G. Wigglesworth.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
GIVE, GAVE, GALE, BALE, BALK, BACK.

THE SCOTT FILM.

HISTORIC RECORD PRESERVED FOR THE NATION.

London, Nov. 23.
The famous cinematographic record of the late Captain Scott's expedition to the South Pole was yesterday purchased for the nation. It will be held in custody by the British Empire Film Institute, and is the first film to be acquired.
Efforts had been made by the American Museum to acquire the film, \$50,000 being offered for it. Mr. Herbert Ponting, the photographer to Scott's expedition, and owner of the film, was, however, willing to accept a considerably smaller sum in order to preserve it for Britain.

Arrangements are being made for its exhibition throughout Britain, the Dominions and Colonies, and a contract has already been made for its display in the United States.
As the background to this remarkable photographic record there are the well-known stories of Captain Scott's death and Captain Oates's self-sacrifice, outstanding episodes in the history of Polar exploration.—*British Wireless*.

MALAYA'S FUTURE.

SIR HUGH CLIFFORD'S OUTLOOK.

Kuala Lumpur, Nov. 16.
The Malay Mail's London correspondent reports that Sir Hugh Clifford was present at an A.B.M. luncheon in London on October 25, Sir Frank Swettenham presiding.
Replying to the toast of his health, Sir Hugh described the remarkable progress achieved in Malaya especially in connexion with European enterprise in the planting and mining industries and expressed his unbounded faith in the future of the country.
Referring to the question of the military contribution Sir Hugh said he could speak at length on this subject but as he had postponed his departure for Singapore for three weeks at the request of Mr. Amery in order to discuss this matter elsewhere he thought he had better say nothing at present beyond assuring them that they could safely leave the interests of the Colony in his hands.

KWANGSI STRANDING.

REPORT OF DISMISSED OF SECOND OFFICER.

Shanghai, Nov. 23.
The Evening News states that Captain William Noon of the Kwangsi has been asked by the China Navigation Company to tender his resignation; and adds that Mr. Garrett has been dismissed, with privilege of transportation to England on the first available vessel.—*Reuter*.
[A message from Shanghai on Nov. 21 stated that a Naval Court Inquiry had suspended for six months the certificate as first mate of the Second Officer, Mr. F. G. Garrett, in connexion with the stranding of the Kwangsi. The Court recommended that Mr. Garrett be granted a certificate of Second Mate during that period.]

The C. N. C. s.s. Kwangsi went ashore on Ping Rock, to the north of Amoy last month. H.M.S. Sirdar and Submarine L3 proceeded to the scene at full speed and stood by for protection against possible pirate attacks while the steamer Anhui conducted salvage operations.

A BETTER EUROPE.

PREMIER OUTLINES THE POSITION TO-DAY.

London, Nov. 23.
The Prime Minister, who addressed a party meeting at Glasgow last night, devoted his speech mainly to a discussion of domestic affairs.

He prefaced his remarks, however, with a brief review of the changes effected in the international situation in the past four years. These years, he said, had seen Europe, which had been divided into two hostile camps, become at any rate a united Europe to this extent, that there was no longer any definition of Allies or ex-enemies, but a spirit bringing all countries, irrespective of the past, into closer contact and into amiable discussion—communication designed to help Europe as a whole to meet the future.

No individual had contributed more to that than Sir Austen Chamberlain. The League of Nations had played its part in this, that the statesmen of Europe had now become accustomed, in place of hurling dispatches at one another across a frontier, to meet in friendly conversation. They had learned by that that other nations had a point of view which was not only worthy in itself of consideration but which must be considered if there was to be any possibility of agreement on outstanding questions.

That might seem to those trained in business methods platitudinous and elementary. It had taken the Great War to teach statesmen in Europe that lesson. There was to-day in Europe a spirit of give and take, which was absent before the war. To have reached such a state of things within ten years of the war was an achievement that held hope of future betterment, amelioration and happiness for the people of Europe.—*British Wireless*.

RECENT FAILURE.

GUARANTOR TO BACK THE LEE BING KEE FIRM.

In connexion with the big rice firm of Lee Bing Kee, which failed recently, it is reported that a settlement with creditors has been tentatively reached. Those have agreed to accept a dividend of 38 per cent; payable as follows: Fifteen per cent, in December, thirteen per cent, in February and ten per cent, in the ensuing four months.

The settlement has been made possible by the assistance of a well-known rice merchant, Chan Chee-chiu, who has come forward as guarantor. He, however, will first examine the assets before definitely backing the settlement. Mr. Ho Yu has acted as mediator in the matter.

AUSTRALIA-ENGLAND.

CAPTAIN HURLEY ARRIVES IN EGYPT.

Cairo, Nov. 23.
Captain Hurley, who is engaged in a flight from Australia to London (and back) has arrived here.—*Reuter*.
[Captain Hurley was last reported from Burmah, where he arrived on November 9.]

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship, "YALOU"
Arriving Hongkong on 17th November, 1928 from DUNKIRK, LONDON, ROTTERDAM &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days, including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Tuesday the 27th November, 1928, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyors Messrs. Goddard & Douglas at 10.00 a.m. on Saturday, the 24th November, 1928.

Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

L. LESDOR.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "PERSEUS"

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 22nd November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, November 22nd, 1928.

JAVA PACIFIC LUN.

From SEATTLE, SAN FRANCISCO and LOS ANGELES.

The Steamship, "GAROET"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan & Mortgage Co. Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 30th November, 1928, will be subject to rent.

All broken, chafed and damaged packages are to be left in godowns, where they will be examined on the 29th November, 1928, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LUN, Agents.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, etc.
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KARMALA	9,128	1st Dec.	Marseilles & London
JEYPORE	5,318	6th Dec.	M's, L'don, Hul', A'werp, Rotterdam & Hamburg
MALWA	10,946	8th Dec.	Bombay, M's & London

Frequency connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,005	29th Nov.	S'pore, Penang & Calcutta
TAKADA	8,949	11th Dec.	S'pore, Penang & Calcutta
TALAMBA	8,018	21st Dec.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,656	30th Nov.	Manila, Sandakan, Thure, St. Albans
*TAKADA	4,500	28th Dec.	Island, Townsville, E'tane
*TALAMBA	6,000	1st Feb. 1929.	Sydney and Melbourne

*Calls Port Holland.

Regular Monthly Sailings from Hongkong to Japan and

Hongkong to Australia

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hio, Kobe, Yokohama, Tientsin, Dairen, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand

Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via

Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TALAMBA	8,018	28th Nov.	Amoy, Moji, Kobe, Yokohama & Osaka
TRELAWNY	4,500	1st Dec.	S'hai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	4th Dec.	Moji, Kobe, Osaka & Yokohama

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

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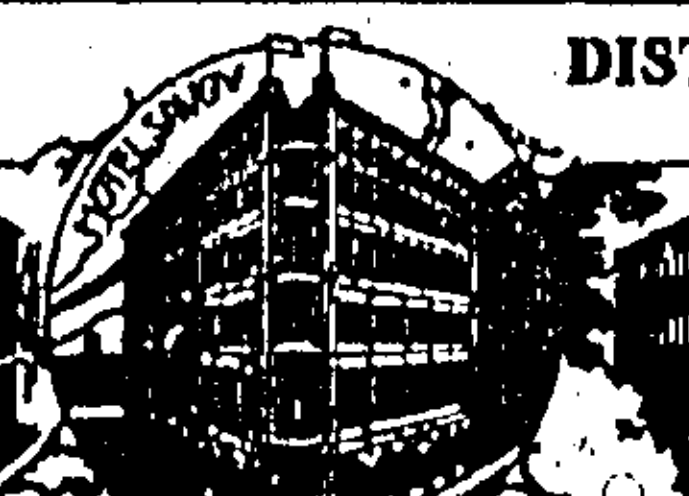
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ASTOR HOUSE HOTEL; PALACE HOTEL;
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SUN FO CRITICISES MANCHURIA.

WILL BRING LEADERS TO THEIR SENSES.

JAPANESE BLAMED.

Shanghai, Nov. 23.
The delay in hoisting the Nationalist standard in Manchuria and the alleged lack of foresight of General Chang Hsueh-liang in not officially promulgating his alliance with the National Government formed the keynote of some frank statements made by Mr. Sun Fo, to-day. In dealing with the Manchurian situation, he condemned the policy of the young Manchurian leader.

Mr. Sun Fo said that obviously there was no difficulty attached to the Nationalist flag by the Manchurian Government and the only explanation for the postponement would appear to be that General Chang Hsueh-liang has been under the influence of the Japanese.

Such indefinite delay might ultimately lead to the Manchurian Government announcing its independence and possibly cause civil wars in China.

Not only would the National Government have to resort to force to bring the Manchurians to their senses, but the outcome might be international strife and quarrels.

Mr. Sun Fo asserted that the attitude of General Chang Hsueh-liang was a clear indication of his disrespect to the Kuomintang Party and to the National Government. He further said that the National Government would have sent a punitive expedition into the Three Eastern Provinces if it had not been for the fact that the continuation of civil war in China would result in great distress to the Manchurian people.

Mr. Sun Fo condemned the action of the Fengtien envoys in Nanking, stating that these men, being politicians of the old school, had endeavored to treat the Nanking Government so though it were the former Peking Government hoping by entertainment and diplomatic means to secure the goodwill of the leaders. Mr. Sun Fo frankly said that these envoys were only wasting the time of both parties concerned and their efforts would lead them nowhere.

SECRET OF A SYNOD VOTE PRESERVED.

250 CLERGY MEET IN LOCKED CATHEDRAL.

Peterborough, Oct. 30.
The greatest secrecy was observed regarding the Synod of diocesan clergy convened by the Bishop of Peterborough and held in the Cathedral to-day.

It was called to return answers to a series of questions regarding the new Prayer Book, and was attended by about 250 clergy.

Immediately the Synod had assembled the doors of the Cathedral were closed and locked, remaining so for four hours until the proceedings terminated.

At the end the Press representatives were informed, through the Bishop's secretary, that there would be no public announcement of the voting, as the Synod was held to guide the Bishop in any future action he and his fellow prelates might take.

It is probable that the decision to keep the voting secret is due to protests that have been made at the publication of the figures of the London Diocesan Synod. Anglican Catholics consider that the result of the voting should be kept as secret as the discussions.

GAOL THREAT TO MILK SELLERS.

PARIS POLICE CHIEF AND PRICE INCREASE.

Paris, Nov. 1.
A milk war has begun in Paris as a result of the action of the big milk distributing companies in raising the price to 37d. a litre (1 1/4 pint).

M. Chlappe, the Prefect of Police, yesterday met representatives of the milk concerns, and refused to allow them to put the proposed increase into effect.

The distributors, however, resolved to ignore the order, and when the milk trains reached the Paris termini at midnight instructions were given for the milk to be sold at the increased price.

M. Chlappe sent inspectors to make purchases all over the city, and forwarded to the Director of Public Prosecutions charges against the milk companies of conspiring illegally to force up prices.

The prefect declares that unless the prices are brought down he will arrest the heads of the milk companies.

VESTRIS INQUIRY SENSATION.

NEGRO FIREMEN BLAMED BY CHIEF ENGINEER.

DESERTED POSTS.

New York, Nov. 23.
A sensation was caused at the Vestris Inquiry by the Department of Commerce at to-day's session when the Chief Engineer of the ill-fated liner, Mr. Adams, attributed the loss of the vessel to the negro firemen deserting their posts.

This confirms the Chief Engineer's story and contradicts the evidence given at the Federal Inquiry by the firemen mentioned.

An affidavit has been submitted to the Federal Inquiry signed by one of the British survivors, paying a tribute to Captain Carey's unrelenting and heroic efforts "among the disorganized crew and the fear-stricken passengers."—*Reuter's American Service.*

THE HAIG STATUE.

SOLUTION PROPOSED BY LORD JESSEL.

The question of a site for the equestrian statue to Earl Haig, which Parliament has voted, is still unsettled. An interview on the subject was given to a representative of the *Daily Telegraph* by Viscount Peel, who has been transferred from the Office of First Commissioner of Works to the India Office, in succession to the Earl of Birkenhead.

The situation at present is that the Office of Works favour a site in Whitehall, but the Westminster City Council objects to it on the ground of traffic obstruction. In the case of a statue voted by Parliament, the Commissioners of the Office of Works have power, with the consent of the Government, to place the statue where they see fit.

Lord Peel said: "The site recommended by the Royal Fine Arts Commission is in Whitehall opposite the Treasury. I prefer that site because it is in line with the Cenotaph. It is true that the decision rests with the Government, and that the Westminster City Council has taken up a strong attitude against the site, but I have some hope that in view of the fact that a good deal of public feeling has been expressed on this matter, it may modify its view."

Lord Jessel's View.

Lord Jessel, the oldest alderman in the Westminster City Council, also gave an interview to the *Daily Telegraph* on the subject. He said: "The question is whether the Westminster City Council should be overruled without any expert advice from anyone."

"The Office of Works is not a traffic authority, and has no knowledge of such conditions, but the Traffic Committee of the Westminster City Council, which knows more about traffic than any other body associated with local government in London, has given a great deal of thought to the matter, and has come to the conclusion that the site is not a suitable one."

"I would suggest that the whole question should be referred—without bringing the Cabinet into it at all—to the London and Home Counties Traffic Advisory Committee, of which Sir Henry Maybury is chairman."

"I cannot pledge the Westminster City Council, but I am perfectly sure they would abide by the decision of that committee. I would be the last man to minimise the wonderful qualities of Lord Haig. I was in his regiment, and we were personal friends. I have the highest regard for his memory."

Cenotaph's Claim.

"On the other hand, I do realise the difference between the Cenotaph, which is in memory of what all classes and all sections of the community did in the war, and a statue to one man. That is a view held by a number of people, and I do not say it is my view."

"The Cenotaph, they say, is a memorial of the united effort of the whole Empire. If you are going to grant a Whitehall site for one man, then why not for others? Where are you going to stop?"
"It is really a question for expert advice, and if the London and Home Counties Traffic Advisory Committee examine the matter and are satisfied with the site in Whitehall, I am perfectly sure the Westminster City Council would take a right view of the matter, for there has been no small-mindedness in the objection they have raised."

NO PERCENTAGES IN CRICKET.

NEW METHOD OF SCORING IN COUNTY CHAMPIONSHIP.

ALL TO PLAY 28 GAMES.

London, Nov. 23.
The scheme prepared for the Advisory County Cricket Committee requiring every county to play exactly twenty-eight matches during the coming season, thus making percentages unnecessary, was adopted at a meeting of the Committee held at Lord's to-day.

No fewer than four different systems have been tried by the M.C.C. since the war, and none have proved entirely satisfactory, the system obtaining last season having had a life of less than two years.

The exact recommendation of the sub-committee, which has been adopted in its entirety was in the following terms:

In 1929, every county competing in the Championship shall arrange 28 matches and 28 only against other competing counties. Percentages will be abolished and 1 point awarded as follows:—

- For a win outright: 8 points.
- For a match finished with scores equal: 4 points each.
- For a win on the first innings: 5 points.
- For team losing on first innings: 3 points.
- For an unfinished match with scores equal on the first innings: 4 points each.
- For an unfinished match with no result on the first innings, no play at all: 4 points each.

The county with the greatest number of points at the close of the season will be declared the winner of the championship.

Warwickshire submitted an amendment to the scheme, which provided that "Three points shall be given for a win outright, and where a match is unfinished and a win on the first innings has been secured one point shall be given for such a win. All other possibilities to be ignored."

This was rejected. The decision of the Committee has to be submitted to the M.C.C. for confirmation.—*Reuter.*

The final positions at the end of the last season, by the new reckoning are given below. It is, of course, essential to take into consideration the difference in the number of games played. The order of the teams is that in which they finished under the percentage system.

	P.	W.	L.	W.	L.	N.R.	Pts.
Lancs	30	15	0	9	3	3	180
Kent	30	15	5	8	1	1	167
Notts	32	13	3	9	5	2	172
Yorks	23	8	0	8	7	5	145
Glos	28	9	6	9	0	4	133
Surrey	28	5	3	10	6	4	124
Sussex	32	12	8	4	6	2	142
Middlesex	24	6	5	7	5	1	102
Leicester	28	6	4	6	11	1	115
Derby	20	6	0	4	7	3	101
Warwick	28	3	0	10	7	2	103
Hants	28	5	7	5	11	0	98
Northants	28	7	13	3	5	0	86
Somerset	24	4	11	3	5	1	66
Glamorgan	26	2	9	1	10	4	67
Essex	30	2	13	5	6	4	75
Worcester	30	0	19	2	8	1	38

BAKER BOYCOTTED.

FLOUR REFUSED BECAUSE OF CHEAP BREAD.

The Food Council has issued correspondence that has passed between them and the Newport Master Bakers' Association, in reference to an allegation that supplies of flour had been withheld from a Newport retailer by two milling firms, because he was selling bread at a price lower than that recommended by the Association.

The Council wrote to two South Wales milling firms: "We are of opinion that your firm is not justified in declining to sell flour to Mr. Shott on the ground that the price at which he is offering his bread for sale does not meet with the approval of members of the Newport Master Bakers' Association."

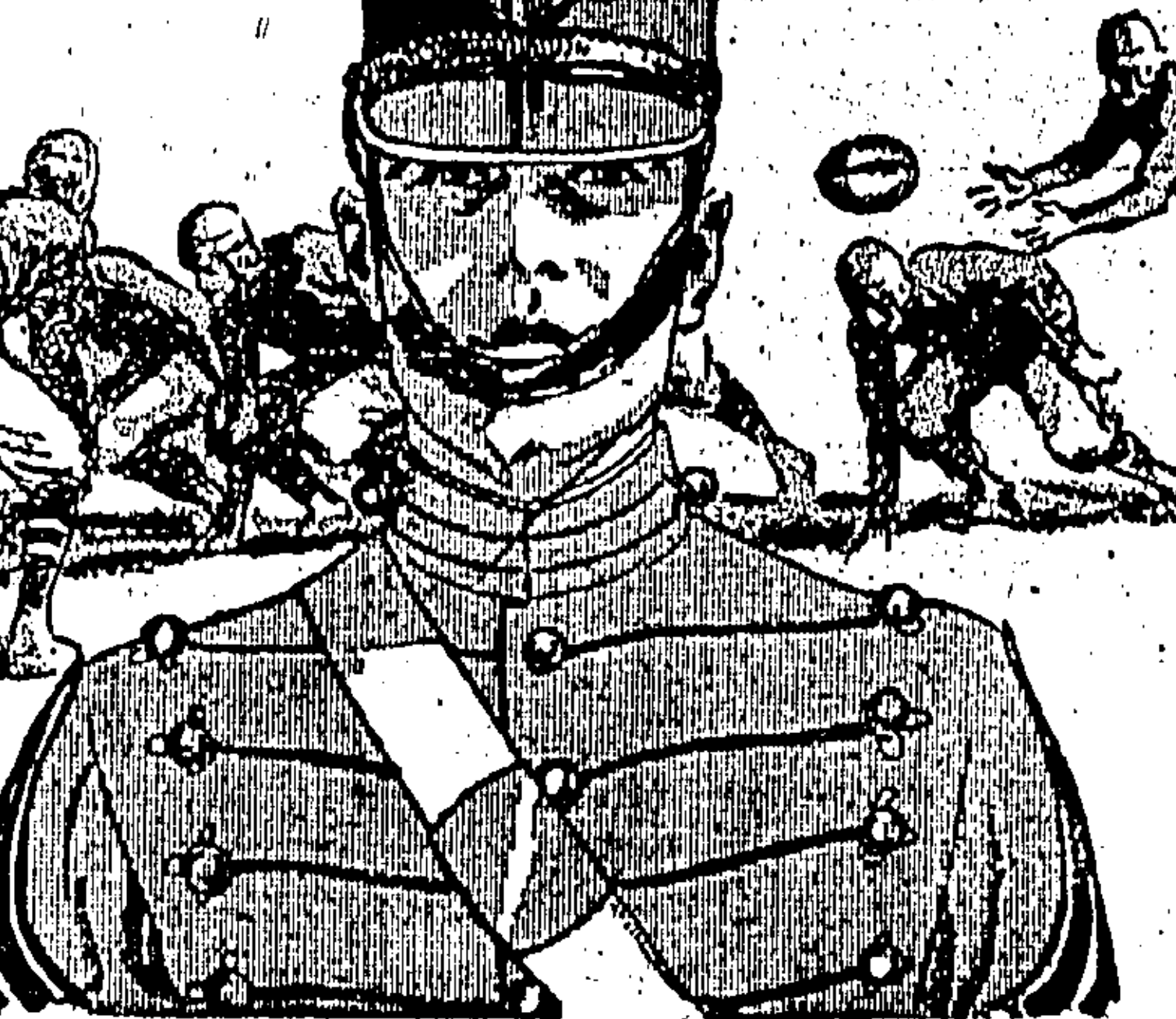
"The Council are strongly of opinion that millers should not refuse supplies to Mr. Shott on the ground that he is retailing over the counter at 7 1/2d. per lb. since he had shown that that price is amply remunerative to him."

FINE WEATHER.

The Observatory weather forecast up till noon to-morrow is:—N.E. winds, fresh; fine.

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THE popular star of "Slide Kelly Slide," "Brown of Harvard" and "Spring Fever" appears again as the leading player in a fascinating picture of life in a famous military academy!
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delightful mixture of romance and football. Thrilling scenes of Cadet training and a great army-navy football scene as a smashing climax!



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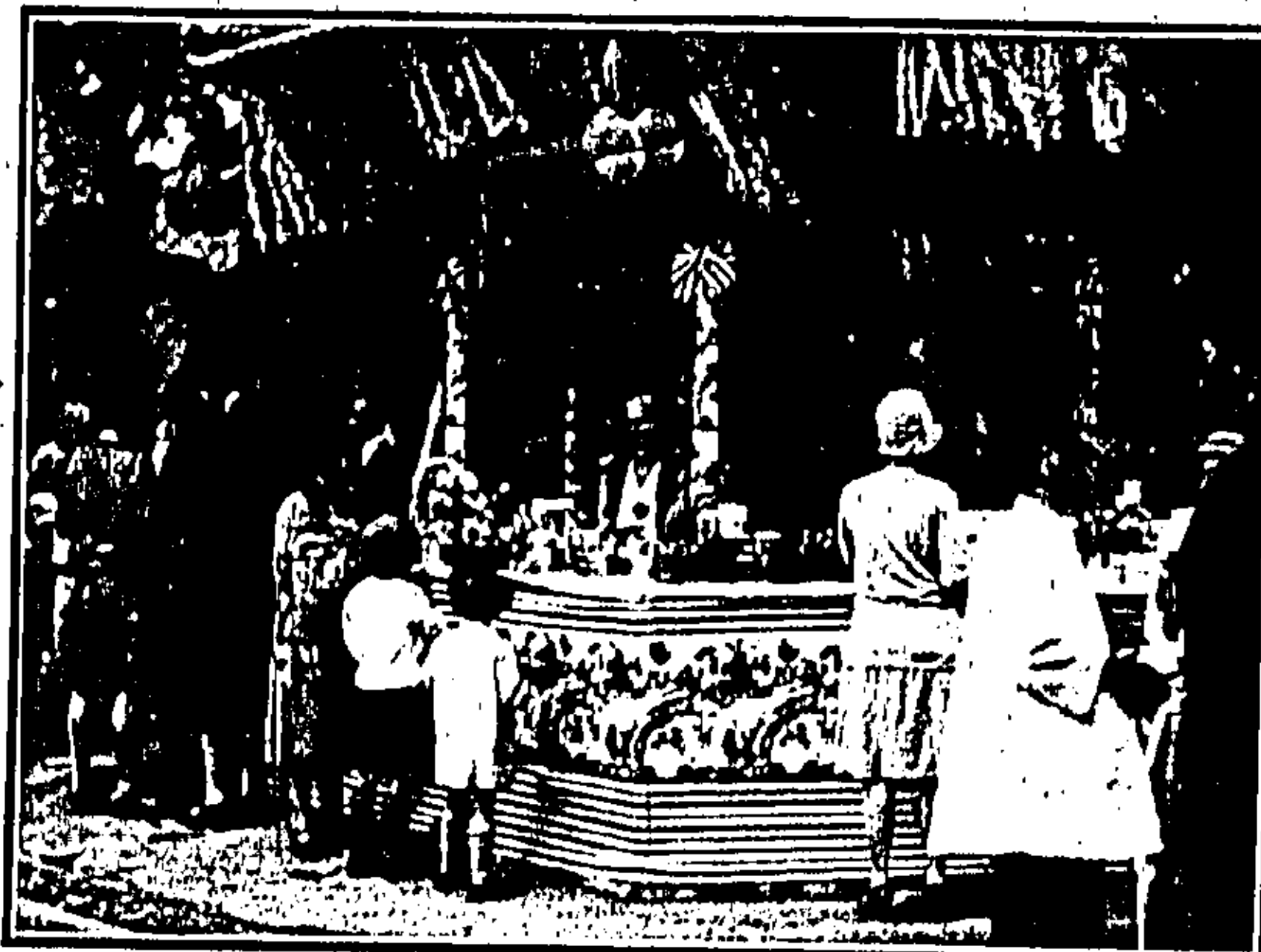
The new Clubhouse of the Hongkong Football Club was officially opened on Saturday last, the above picture being taken during the speech making. (Photo: Mee Cheung).



Lieut.-Col. L. G. Bird, Commandant, (at right) watching machine gun practice at the Volunteer Camp, Fanling, last Sunday. (Photo: Ming Yuen).



Mrs. W. T. Southern paid a visit to the Po Leung Kuk last week, the above picture, showing officials and Committee, being taken outside the entrance of the institution. (Photo: A Fong).



Good business was done at the various stalls at the M.C.L. Fete held at Lee Gardens on Saturday afternoon last, the above pictures showing (at left) the American Candy Stall, and (right) the fancy work stall of the Police Branch. (Photos: Mee Cheung).



The Swatow International doubles tennis championship tournament has just concluded, the winners being Messrs. S. H. Eng and H. Y. Shih, representing China. The above picture was taken when the cup was presented by Mrs. Young, wife of the Deputy Commissioner for Foreign Affairs, seen in the centre.



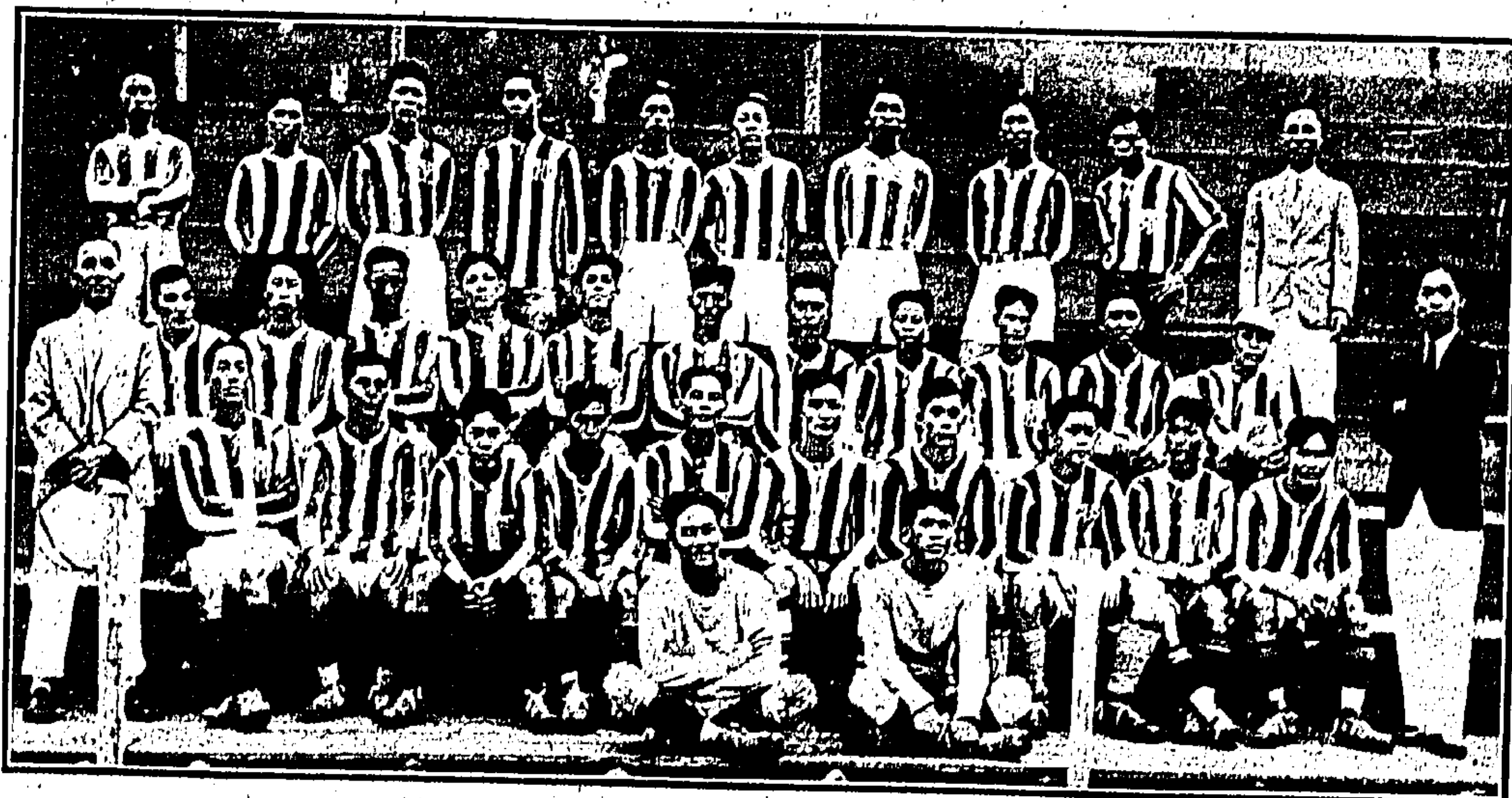
Group photograph taken after the wedding at Union Church, of Mr. Peter Smyth, of Shanghai, and Miss Alwyne Ingham. (Photo: Ming Yuen).



Mei Lan-fan, the famous Chinese actor, who has been appearing at the Ko Shing theatre this week.



In the annual international golf match at Fanling, between members of the St. George's and St. Andrew's Societies, the former won rather easily by 20 points to 10½. The above photograph was taken at the conclusion of play. (Photo: Mee Cheung).



The combined football teams of the South China Athletic Association, photographed recently at Happy Valley. The first team now occupy second place in the major division of the local league, whilst the "A" and "B" teams, in Division II, have also done quite well. (Photo: Mee Cheung).

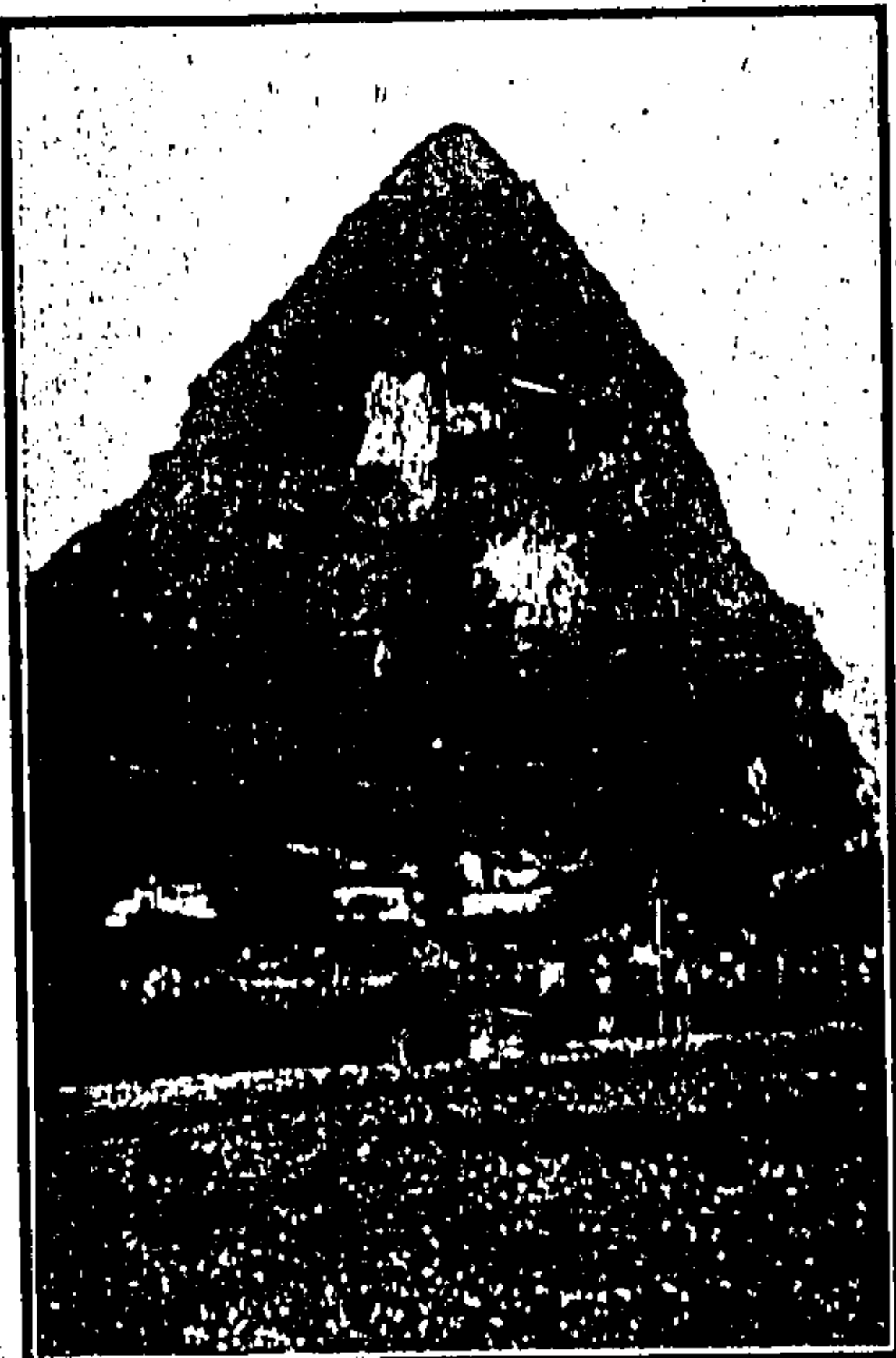


One scarcely recognises the Prince of Wales in the above "get up," when he acted as Lather Boy for the initiation of his brother, the Duke of Gloucester, in the "Crossing the Line" ceremony on board the H.M.S. Malta.



Mr. H. Y. Shih (left), and Mr. S. H. Eng (right), winners of the International tennis doubles championship.

BEAUTIES OF THE FUH RIVER.



Few people in Hongkong know anything of the beauties of the Fuh River, in Kwangsi, yet, as will be seen by the above photographs, some striking scenery is to be seen.

On the left is seen the small picturesque village of Niu Kung, nestling at the foot of one of the beautiful rocky hills which abound along the river banks.

At right is shown a lofty rocky mountain which rises sheer from the water's edge. The river boats are usually poled along under the over-hanging ledges of this old rocky hill.

ENGLAND'S RETIRED PRIMATE.
WORTHY OF GREAT TRADITION.

(By The Revd. R. J. Campbell.)

THE retirement of Dr. Randall Davidson from the Primacy is universally regarded as an event of more than national importance. It is an event which affects the whole of Christendom, and as such has been widely commented upon in the foreign Press.

For the most part these references have been kindly and respectful; in English-speaking countries especially so. It is rightly felt that the relations of the Church of England with other communions are now so close and constant that a change of spiritual leadership such as the withdrawal of our beloved archbishop from the position he has held for a quarter of a century cannot but be viewed with regret.

In addition to this the people of Great Britain have for so long been accustomed to look to Dr. Davidson as a wise counsellor in matters of public moment that men of all parties unite in the hope that the surrender of his official status may not for some time to come mean the end of his participation in national affairs.

When a great figure passes from the centre of the stage of human interest it is natural to compare him with his predecessors, and to attempt some estimate of his place in history. We think of the official, and we think of the man.

What impress has he left on his time, and what manner of man is he to whom immense responsibilities have been committed for more than a generation?

There have been great Archbishops of Canterbury in the past—not many, but still some—men of commanding intellect and force of character, whose tenure of the metropolitan see has exercised profound influence upon the destinies of the English race. Augustine himself, the first of the line, was not a great man; he was a rigid ecclesiastic of limited vision.

Randall Davidson, a Scotsman, is the ninety-third occupant of the chair of Augustine; and it is interesting to note that the first really great Archbishop of Canterbury was a Greek—Theodore. His was the hand that shaped not only the pattern of English churchmanship, but of English nationality, for Church and State as organised by Theodore have continued much the same to this day; the character of the small beginnings of English religious and social life is essentially the character of English national institutions now.

A Precious Gift.

We have had arrogant prelates like Thomas Becket, one or two saints like Anselm, statesmen like Stephen Langton, who wrung the People's Charter from King John. At the shattering crisis of the Reformation we had the pliable

Cranmer, whose greatest service to us was the precious gift of the beautiful language of the Prayer-book.

Elizabeth's Primates, Parker, Grindal, and Whitgift, were able men, but little more. The same might be said of the Caroline archbishops, Sheldon, Sancroft, and Tillotson.



Laud's forcefulness was unfortunately opposed to the prevailing Protestant sentiment of the nation, like that of the Tractarians in the nineteenth century, and belied his really devout and humble nature.

Not till we come to Queen Victoria's reign do we find men of outstanding ability at Lambeth from the Revolution onward.

In Tait, Benson, and Temple we have had three archbishops worthy to be named in the same breath with the best of any age or country, and it was into this particular heritage that Randall Davidson entered. Do we err in saying that formed in such a school, his mind

has received a stamp and colour to which the English Church owes more than it can compute?

There was a time when people thought of him as more courtier than Christian, more conventional than spiritually minded, more careful to preserve the status quo than to inspire or guide. That belief has long passed away, though even now it is only the few who truly know the soul of Randall Davidson.

The nation at large has learned to appreciate his high qualities of statesmanship. I once heard Bishop Talbot of Winchester say that he had never known him fall into an error of judgment.

heard. The man who could do that is much more than an eminent ecclesiastical statesman; he is before all things a man of God.

That he has unrivalled natural capacity for administrative detail goes without saying, and he is never at a loss on a public occasion. He has the rare gift of being able to say the right thing at the right time with due dignity and impressiveness, however short the opportunity for preparation.

Generations to come will realise better than we can at present how enormous and far-reaching the changes have been wherein the archbishop has played a commanding part. A hundred years ago Anglicanism was almost confined to the British Isles.

Move to Reunion.

Now it is a Church with a world outlook, with provinces in almost every quarter of the globe, all of them looking to Canterbury as a visible centre. A generation ago self-government for the Church of England would have been unthinkable.

Now we have a democratically elected National Assembly over whose deliberations the archbishop has presided from the first. Further, the movement towards the reunion of Christendom has grown rapidly in recent years, and the archbishop has encouraged and fostered it at every stage.

When one considers the vastness and complexity of the interests Dr. Davidson has been called to handle and direct almost for the span of a human lifetime, and remembers the devotion and conscientiousness wherewith he has toiled in the service of Church and nation, no other verdict seems possible than that a great servant of God is relinquishing a trust wherein few, if any, have ever excelled him.

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VESUVIUS MAY ERUPT.

GEOLOGIST EXPLAINS SIGNS
AND SYMPTOMS.

High up in the observatory which has been planted on the trembling cone of Vesuvius, Professor Malladra, the great authority on that mountain and its hidden forces, has reported of late in increasing liveliness. The flow of lava is considerable, and the lava itself is more fluid and less viscous than it is normally.

There is as yet, it is true, no indication that a great eruption is at hand. But the big disturbances come at intervals of about 20 or 30 years, and since it was in 1906 that the last took place one is pretty nearly due.

They cannot be exactly timed,

and that is one of the difficulties in dealing with a volcano, even when it is so carefully watched as is this one. But there are certain conditions which are regarded by scientists who have specially studied volcanic phenomena as giving definite warning.

The first condition is that the crater should be full. Since 1926 the crater has been almost full, and at the present time there is a slight overflow of lava from the lowest point of the wall surrounding it.

The other two conditions, preliminary of great disturbances are the failure of the springs round the mountain and the recurrence of repeated slight earthquake shocks. Neither of these has as yet been reported, so that the present spasm of activity may gradually die down, and without them no very violent outburst is probable. Taking it as a whole,

Vesuvius is "a very well-behaved volcano. It can be a terrible menace, but at least it generally lets everybody know well ahead when serious trouble is brewing. Even the great eruption—the first recorded historically, which everwhelmed Pompeii and Herculaneum—did not come without signs and omens. The eruption took place in A.D. 79 and for 16 years from A.D. 63 onwards there had been a series of earthquakes, the first of which did immense damage, and the last of which, just on the eve of the eruption, rose in intensity till the final catastrophe. Moreover in that catastrophe the greater part of the population of Pompeii escaped. Those killed were only a small minority who stayed to collect valuables or were unable to get away, like the prisoners and the Roman sentinel at his post.

So safe is this volcano, when ordinary precautions are observed, that it is one of Italy's most valuable assets. There is no sight more extraordinary or interesting than the crater when a fair degree of activity is being manifested. Only on one occasion in modern times have there been casualties among spectators. This was in the terrific eruption of 1872, when the cone unexpectedly split and lava and red-hot stones fell in a shower, killing 20 persons on the spot. Nothing could be done to help them. In 1911 there was a landslide which carried away the old upper station of the funicular railway to the top, but on that occasion no one was hurt.

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IN MEMORY OF PAST MARINES.



Commemorating "those who fell in the exercise of their duty in China during the years 1857, 1858, 1859 and 1860," the above memorial, which stands in the cemetery at Happy Valley, was erected in memory of Officers, non-commissioned officers and men of the Brigade of Royal Marines and Battery of the Royal Marine Artillery. The memorial stands in the old naval portion of the cemetery, surrounded by other reminders of those who gave their lives in the cause of pioneer trade.

FORMAL FASHIONS.



The Social Season is on. Every night brings new gaieties—Theatres, Dances, Parties, &c. To appear at your best on these occasions, you should consult our experts.

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If the Mode Is Not Defied*



Bernard et Cie Created the "Merry Widow" Gown For Formal Evening Wear. It is Black Chiffon Over a Pink Slip, Has Embroidered Pink Paillettes



For Sheer Beauty of Fabric, Line and Color This Worth Model In Rich Blue Velvet Cannot Be Surpassed

The Rippling Jabots Repeat the Front Treatment On the Back of This Patou Afternoon Gown Fashioned of Blue Crepe



Chenille in Many Shades Of Beige and Dark Brown With a Flower Motif Gives This Coebett Turban Genuine Parisian Chic

THIS season you order what you like from the current mode, choosing according to your own particular taste, being as exotic or as sensible as your fancy dictates.

You will not want to diet, however, for the selection is too inviting and too varied. If you do not feel inclined toward the rich velvets and the marvellous new stiff brocades, there are still the delicate chiffons and the airy tulle.

If you do not like large patterns and bold effects, there are small dots, calico patterns, and plain weaves lovelier than ever before.

If you want to emphasize your slender waistline, you can find frocks that mold delicately about the waist with a nipped-in effect, or if you are more solidly built, and find the lowered waistline more gracious to your figure, you'll find any number of models created just for your lines.

If you are tired of knee-revealing skirts, you will find that fashion has out-thought you and provided longer skirts, some with irregular lines, others with circular inserts that impart all the grace and dignity that the short skirt subtracted.

On the other hand, if you are slim-limbed and built like Diana, you need not relinquish the short skirts that suit you so well, and make you so essentially the modern young woman that you are, but will find more feminine and charming adaptations, with just enough change in line and feeling to assure you that you are up to the moment.

THE individual note in clothes must be subtle rather than intrusive. A gown or an ensemble must never contradict or defy the mode. It must never be blatantly opinionated. Rather it must suggest complete tolerance and acceptance, and the originality must come in the interpretation rather than in the idea.

Parisienne styles are in the main as gracious and as agreeable as the Parisiennes themselves. They have this quality of perfect ease and urbanity. Never were they so gracious and so adaptable as this season.

Your attention is pleasantly directed to the evening mode, as expressed by the three evening gowns shown on this page. Here are three types of gown—

each perfect in its way—for three distinctly different types of women.

For the sleek-haired, sophisticated woman, Bernard et Cie have created the frock at the top centre. It is fascinatingly named the "Merry Widow." Of black chiffon, embroidered with pink paillettes, over a slip of deeper pink, with a scarf of black and one of pink, it is a gown that may be worn with distinction to the theatre, the night club, the dinner party, or practically any evening function. Smart without being ostentatious, it is a thoroughly wearable creation.

FOR picturesque occasions, what could be more harmonious than the Redfern model at the lower right? This is made of shaded yellow tulle, with a butterfly bow of the tulle in front, a many flounced skirt, and a simple bodice of yellow tulle.

Admittedly, this is a model only for the youthful and the decorative type—but how admirably it fulfills its destiny!

And when it comes to sheer beauty of fabric, and an effect of line and colour, how about the Worth model at the upper right? This gown is of blue velvet with fitted hipline, and the up-in-front and down-in-the-back line.

Here is the effect of simplicity, gained only by the most intricate understanding, and the most supreme artistry of cut. The highlights on the soft velvet leave nothing to be desired in the way of adornment.

Another of the season's successes is the Patou afternoon gown, sketched at the upper left. It is unusual and intriguing because of the intricate treatment of the back, which is repeated on the front—small tiers that manage to release into rippling jabots. Here again, the material—which is blue crepe—is nothing, but the cut is everything.

Naturally, with this type of gown, we need a more decorative hat than the simple felt chapeau, and Helene Coebett has supplied it in the chenille hat illustrated at the lower left. It is in various shades of beige and brown, with a suggestion of a flower motif that comes down over each ear and modifies the severe line of the turban.

The winter season has indeed started auspiciously with its charmingly feminine fashions that give Milady the freedom of ordering a la carte.



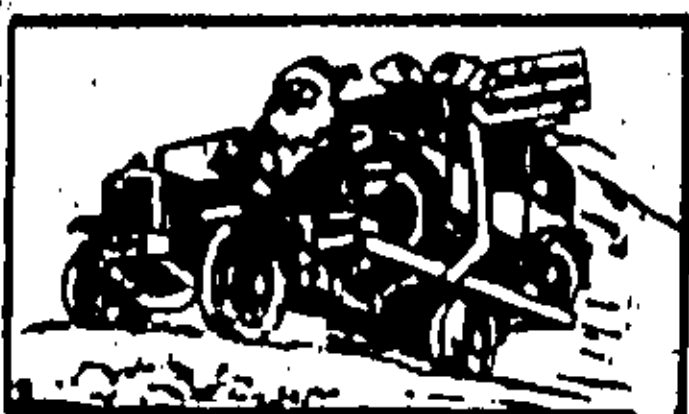
Shaded Yellow Tulle, a Butterfly Bow in Front, A Skirt of Many Flounces and a Simple Bodice Make This Redfern Gown a Creation for Youth

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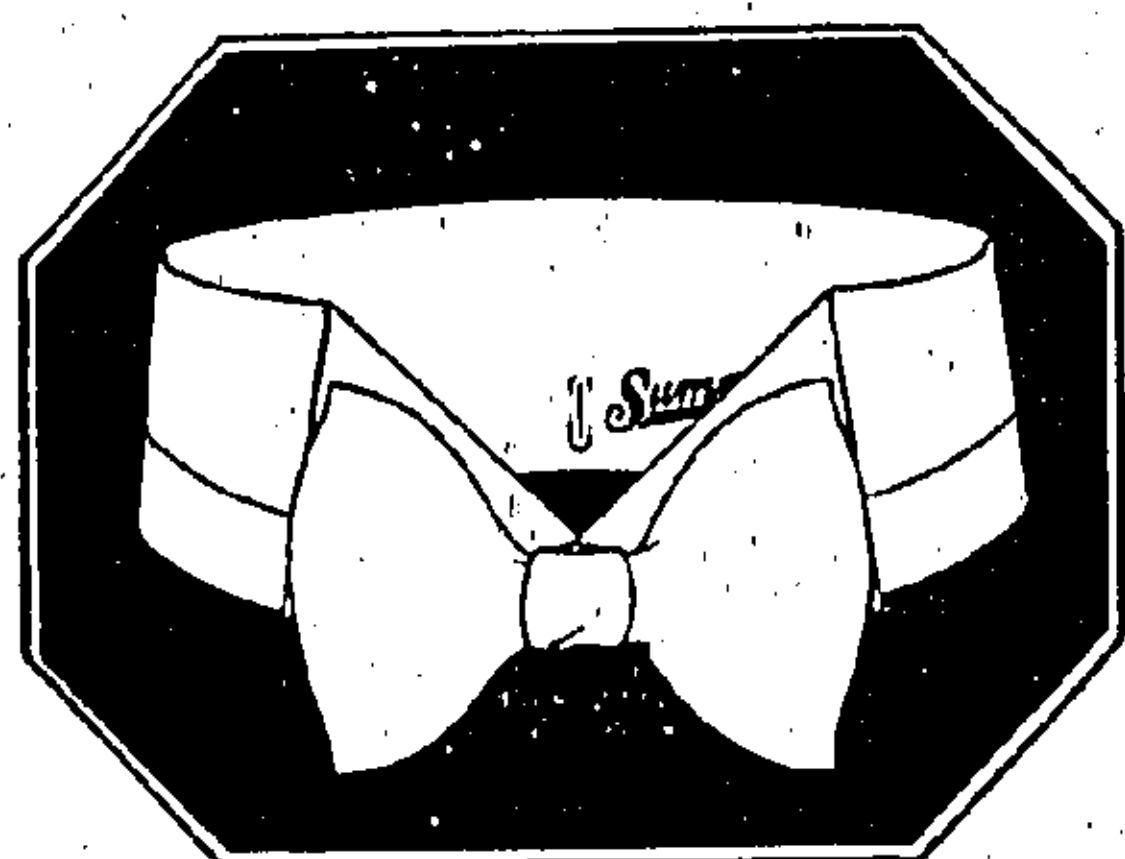
Hongkong Telegraph

Pictorial Supplement

November 24th, 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



To-day's approved dress collar style—a collar with broad, square-cut wings set well apart—is interpreted in a most distinguished manner by each of the six Summit shapes. Each has subtle differences in the angle of the wings, the width of the opening, the depth of the band... the complete range making it a simple matter to select a dress collar which is an individual expression of correct style.

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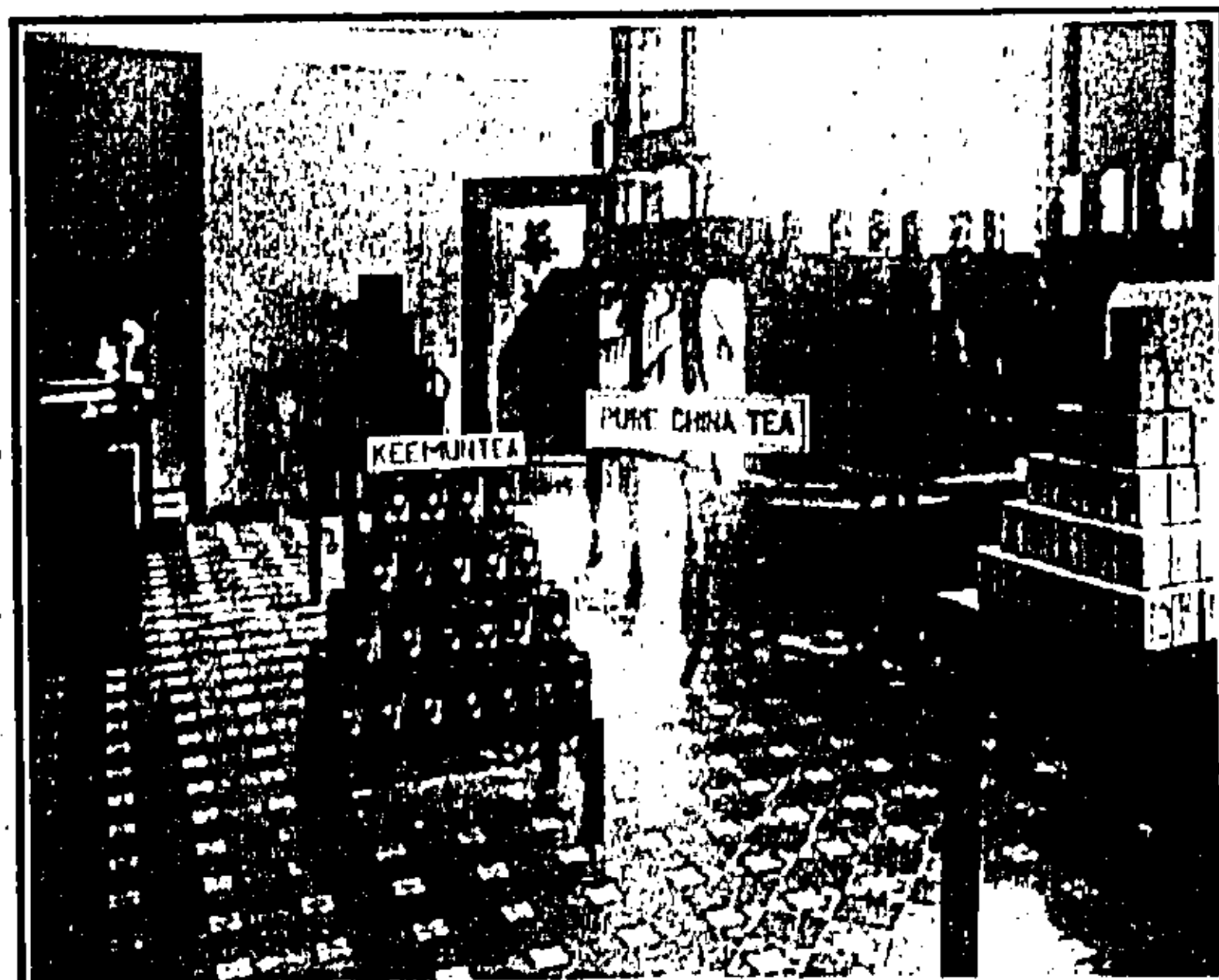
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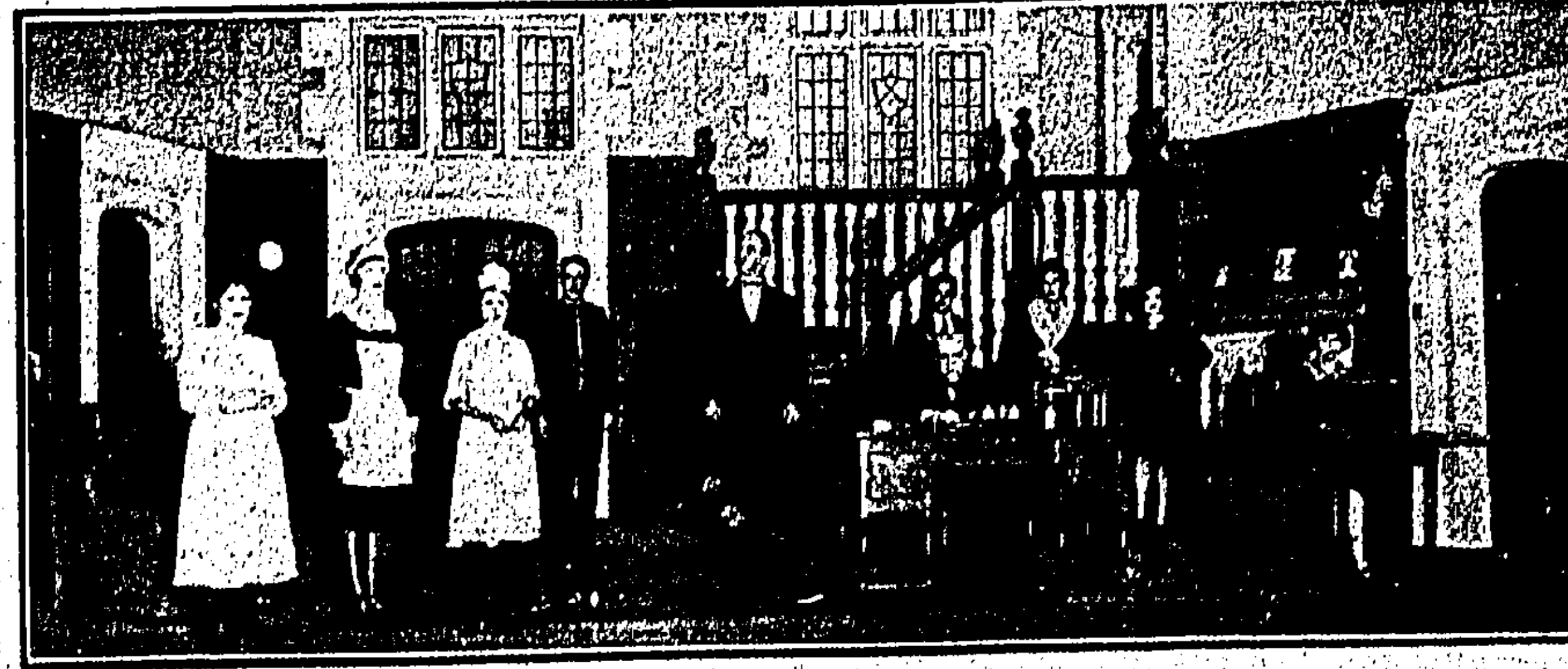
The Aloha Serenaders who have appeared at the Volunteer Open Air concerts this season. These entertainers also contributed to the Saturday evening concert at the Volunteer Camp last week-end.



Group photograph, taken in the grounds of Government House, after the wedding on Tuesday, of Lieut. R. F. Wright, R.A., and Miss Edith Majorie Sinton, which took place in St. John's Cathedral. (Photo: Mee Cheung).



The bridal car of Lieut. and Mrs. R. F. Wright being pulled up Garden Road after their marriage in St. John's Cathedral. (Photo: Mee Cheung).



The domestic staff and family of Mr. Amos Purdie, (all trying to look innocent) summoned before him, in the successful farce "The Sport of Kings" which the A.D.C. has produced at the Theatre Royal. (Photo: Ming Yuen).



Modern infantrymen in gas masks make a curious picture, the above photograph being taken recently at home during night manoeuvres.



A group of members of the Scottish Company of the Volunteers in camp at Fanning last week-end. (Photo: Ming Yuen).



Members of the Portuguese Company at machine gun practice at the Volunteer Camp, held at Fanning last week-end. (Photo: Ming Yuen).



Lieut. and Mrs. R. F. Wright, passing under an archway of swords after their marriage in St. John's Cathedral on Tuesday. (Photo: Mee Cheung).